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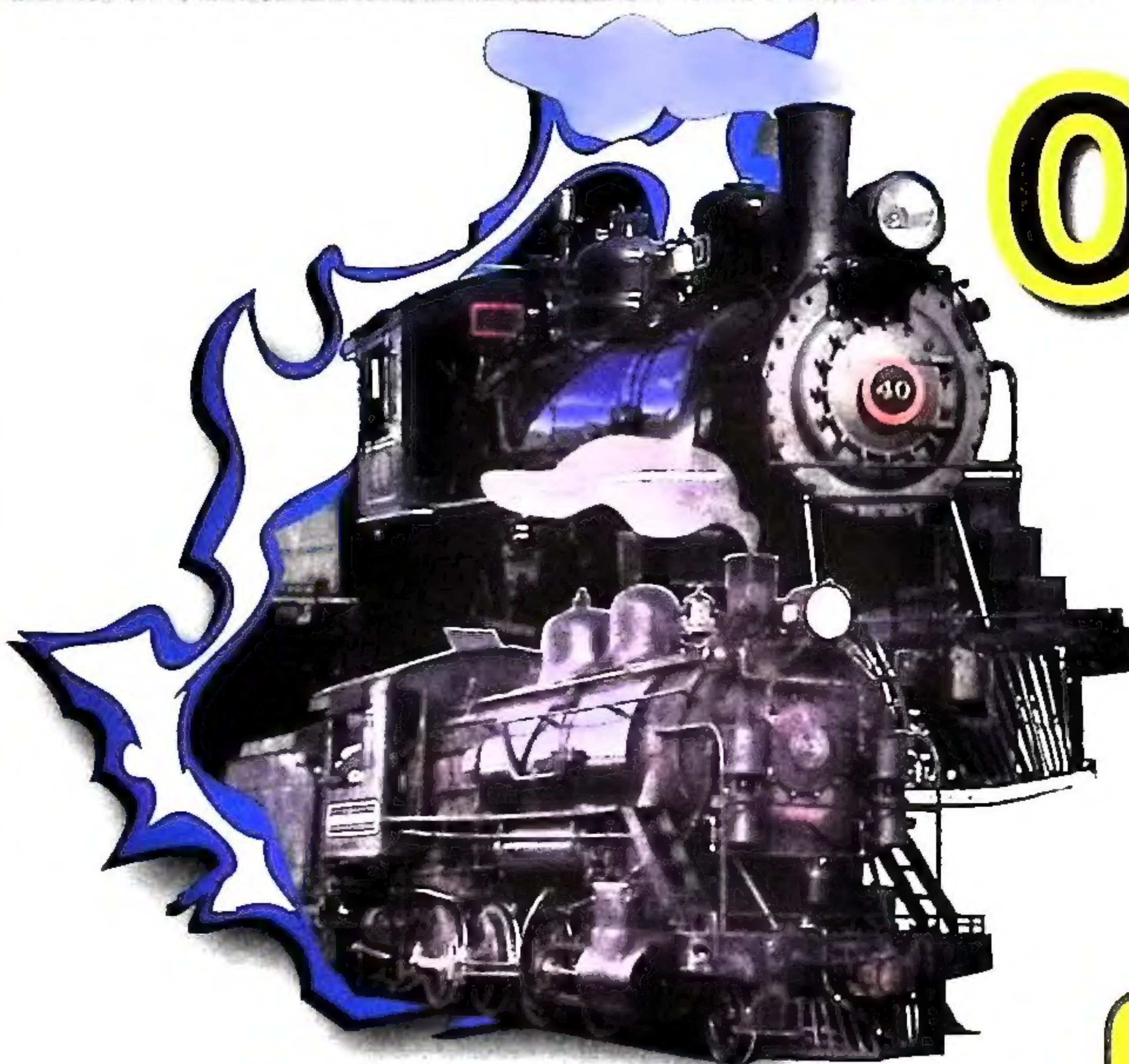
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Like Scouts, the railroads were prepared

The Boy Scout motto, "Be Prepared," has helped generations of boys and young men meet the varied, often unexpected challenges of life. No doubt the term has been invoked frequently during the organization's occasional Jamborees, when tens of thousands of Scouts from around the country travel to a location for a week of camping and other activities.

Half a century ago, America's railroads were an integral part of the Boy Scout Jamborees. As Dale Woodland relates in this issue's cover story [page 20], fully two-thirds of the 52,000 Scouts attending the 1957 Jamboree at Valley Forge, Pa., arrived and departed by train. In addition, virtually all of them rode trains into nearby Philadelphia for sightseeing day trips during the encampment.

Even though the two railroads that brought the boys the last miles to Valley Forge, the Pennsylvania and the Reading, were major passenger carriers, the flood of traffic required a staggering amount of special arrangements. The 126 special long-distance Jamboree trains required locomotives, cars, crews, deadhead positioning movements, car servicing and storage facilities, extra station capacity, baggage transfers, and a host of other equipment and services. For the most part, it all went like clockwork; when it didn't, the railroads adapted.

Such an operation would be impossible today, of course, but in the 1950's, the railroads were still accustomed to doing whatever was asked of them. When the task was beyond their baseline level of readiness, the carriers worked together to make sure they got ready. For the railroads as well as the Boy Scouts they hauled, "Be Prepared" was more than just a motto.

Robert S. McGonigal



Reading Co.

The 1957 Boy Scout Jamboree took place in an era when the railroads were prepared for anything.

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THE GOLDEN YEARS OF RAILROADING

Summer 2007 • Volume 8 Number 2

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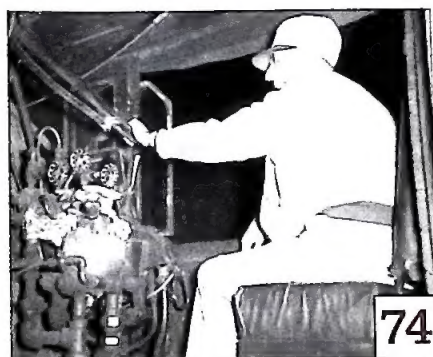
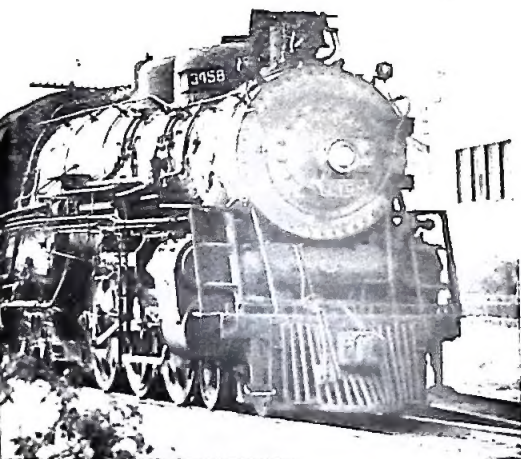


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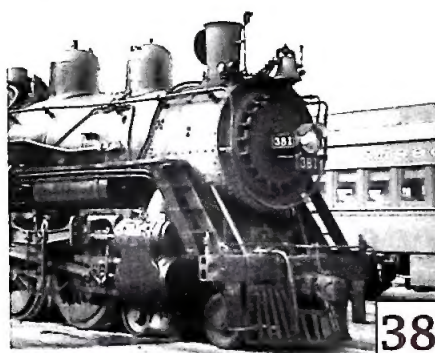
In 1972, Amtrak was a "circus of color" on and off the trains



On the cover: Boy Scouts gather on Reading's Valley Forge (Pa.) platform during the 1957 National Jamboree to board a special shuttle train into Philadelphia to visit historic sites (see page 20). Reading Co. photo, Railroad Museum of Pennsylvania collection.



IC's Ray Maxfield was a cordial all-night host



Above all, MP's ex-IGN 4-6-0's were dependable



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Contributors

Dick Dorn ["John C. Illman: The Quiet Man Who Speaks with His Camera," pages 50-59] is a retired school teacher and veteran railroad photographer and writer living in Yuba City, Calif. This is his second CLASSIC TRAINS byline.

Lou Gerard ["Growing Up With Elevated Freight," pages 32-37], has logged nearly 36 years as an "L" car repairman for Chicago Transit Authority, the career he began out of high school that sprang from his interest and activities detailed in his story (that's him on one



of his beloved CTA freight motors). In addition to his lifelong devotion to traction, he has similar interest in steam and first-generation diesels. Lou's father, a 30-year Soo Line man, took him on steam excursions on the likes of B&O, Burlington, and Grand Trunk Western, which exposed Lou to non-electric railroading. A resident of Skokie, Ill., Lou also enjoys model railroading and rail photography, and is also interested in aircraft, buses, and Great Lakes boats. This is his first CLASSIC TRAINS byline.

Gene V. Glendinning ["The Alton: Even Uncle Dan Couldn't Save It," pages 16-19], is the son of a 33-year Alton employee and grew up within blocks of the railroad in Chicago. His *The Chicago & Alton Railroad, The Only Way* was published by Northern Illinois University Press in 2002. He has been writing on Alton and C&A subjects for over 25 years. He is a past editor of *GM&OHS News*, the official publication of the Gulf, Mobile & Ohio Historical Society. Retired from a 27-year career in publication advertising sales, Gene has been named to *Who's Who in Advertising*. He is a journalism graduate of Bradley University, and lives in Barrington, Ill. This is his first CLASSIC TRAINS byline.

J. David Ingles ["Circling the West in Multi-Colored Wagons," pages 66-73], is CLASSIC TRAINS' Senior Editor. That's him in the blue shirt with Joe McMillan at Needles, Calif., in a photo Carol Ingles took on their 1972 Amtrak trip.



Tom Kline ["Cliffhangers in the Big Thicket," pages 42-45] was a deputy special agent for Rock Island and BN before entering television; he's now a broadcast engineer in Houston. This is his first CLASSIC TRAINS byline.

Hugo Lackman ["Ten-Wheelers You Could Count On," pages 38-41] worked in Missouri Pacific engine service 1942-1988, interrupted only by a stint with the 749th Railway Operating Battalion during World War II. After he left the MP, Lackman worked as an engineer at Steamtown in Scranton, Pa., 1985-87,

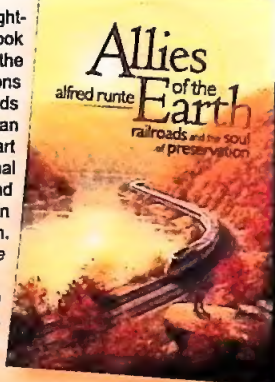


and then on the Georgetown Loop tourist pike in Colorado 1988-98 (he's pictured running a Georgetown Shay). "That gave me a total of 56 years spent in engine cabs, with as many on steam as possible," he says. Lackman and his wife of 63 years live in Woodland Park, Colo. This is his first CT byline.

J. Parker Lamb ["Cliffhangers in the Big Thicket," pages 42-45] is a retired mechanical engineering professor at the University of Texas in Austin. An accomplished rail photographer ["Witness to Transition," Winter 2000 CLASSIC TRAINS], he has published many articles and books on railroading. This is his fifth byline in a CT publication.

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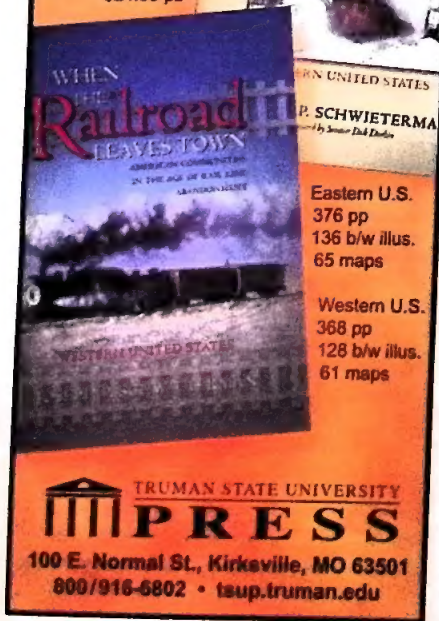
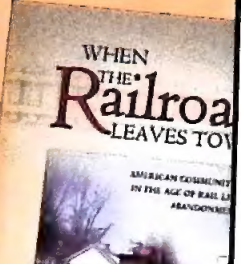
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Harold Meeker

["The Night the Capitol Limited Almost Froze Up," pages 46-49] traces his railroad interest to seeing the *Lackawanna Limited* steam through East Stroudsburg, Pa., as a boy. Aided by the magazine of the same name, he became a model railroader, and quickly realized that the essence of model railroading was good track. Ditto for the prototype, and he became a civil engineer and then an Army engineer. Hal joined B&O's management training program after he left the Army, and was mentored by Chief Engineer Charles R. Riley. After serving as assistant to the Division Engineer at Connellsville, Pa., beginning in 1958, he was promoted in 1959 to Pittsburgh Division Assistant Division Engineer, by which time he had engineered and relocated about 200 curves. Now retired, Hal lives in San Carlos, Calif. This is his first CT byline.



Richard R. "Dick" Wallin ["All Night on a 2-10-2," pages 74-77] is retired from an accounting career with a public utility in Springfield, Ill. He was a founding officer of the GM&O Historical Society and keeps memberships in it and similar groups for numerous other roads. He wrote the 1996 book *GM&O Color Pictorial* and co-authored *Chicago & Illinois Midland*, the 1979 definitive history of his hometown road, with John Szwajkart and the late Paul Stringham. Dick, an avid slide collector, has had photos in many books and magazines, including *TRAINS* and *CLASSIC TRAINS*. This is his second CT byline, following his Wabash tale, "Fireman (Almost) for a Week (Almost)," in Fall 2002.

Dale W. Woodland ["Destination Valley Forge," pages 20-31], is a retired teacher living in Souderton, Pa. He thanks Kurt R. Bell, Railroad Museum of Pennsylvania; Boy Scouts of America; Reading Co. Technical & Historical Society; Montgomery County (Pa.) Library; and Peter Urbaitis for making his article possible. Dale's two previous bylines with us [in Summer 2000 and *STEAM GLORY 2* (2007)] were on Reading Co. topics. ■

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True Color

Albemarle Sound's little brother

Mention "structures" and the old Norfolk Southern Railway—which ran from Norfolk, Va., south and west through North Carolina to Charlotte—together and likely you'll think of NS's 5-mile trestle finished in 1909 across Albemarle Sound south of Edenton. And rightly so. But the pictured structure ranked second on the NS, and it's no slouch, either. We're at Bridgeton, N.C., across the wide Neuse River from New Bern, about 30 miles from where the Neuse merges into Pamlico Sound. The time is February 1965, and Norfolk Southern's two active GE 70-ton diesels (of three) are pushing pile-driver 905 off the 5,537-foot-long trestle that was built in 1906 by ancestor Pamlico, Oriental & Western. It appears that the GE's have in tow a 14-car (or so) local freight, and are simply removing an obstruction to their progress toward the NS main 30 miles away up at Marsden (Chocowinity), near Washington, N.C. Possibly they will shove No. 905 onto the 16-mile Bayboro Branch, which was weight-restricted to the 70-tonners and served once or twice a week. This Neuse River trestle is still in use as part of today's Norfolk Southern Corp. system (Southern Railway absorbed the NS Railway in 1974), but not so its big brother across Albemarle Sound.

Wiley M. Bryan photo; J. David Ingles collection





Reunion issue

I just discovered there are pages in your Spring issue other than 30-37 (my own "Favorite Trains" piece), and with great reading! Frank Barry's "Cab Rides in Canada" [pages 20-29] hit home, for I and two fellow Chicagoan friends, John Sz wajkart and Don Patrick, did the same thing in the last half of the 1950's. We went in winter's snows and summer's sun. I would get a half-rate order out of Grand Trunk Western, and the three of us would ride the *International Limited* on a Friday to London and roam southern Ontario all weekend. All those branchline trains connected, and you actually could get somewhere—a London to Palmerston to Parkhead to Guelph to Toronto routing springs to mind.

Barry mentions 5594, a Pacific I rode from London to Palmerston, with an engineer who went by "Wee Willie" Weaver and his fireman; I wonder if Wee Willie was Barry's Bill Weaver. I inhaled deeply of the addictive combination of steam vapor, coal smoke, and the smell of valve oil set to reciprocating rhythm, and I was hooked.

Another reason the Spring issue was like a class reunion for me was that Bill Vogel ["Electric Social Train," pages 82-85] and I first met atop Southern 4501's tender the day we cut coal on the Great Circus Train from Baraboo to Milwaukee in 1972.

Jim Neubauer, Chicago, Ill.

Quality time

My father and I were on two of Jim Neubauer's "Favorite Trains" [pages 30-37], the "Sterling 400" and the "Little Hi," a great and inexpensive way to enjoy some rare mileage. I think that's me in his photo [page 35] walking toward the 0-8-0 in Sterling. Having free reign around such a site these days would be unheard of. One part of this tale was missing. As the train was getting ready to leave Sterling, my father and I were in a nearby store picking up snacks for the ride back. I ran to the train and managed to convince the C&NW conductor to delay departure as my father ran to the train. We were only delayed slightly.

On the "Little Hi," we splurged by riding the parlor car; our names are on the diagram, in seats 28 and 30. These



Jay Lentzner

Alcos on Milwaukee's IHB transfer were unusual enough, but C425 2423 was at Savanna, Ill., on September 13, 1971, when power-short MILW leased 12 RS27's and C425's from PC.

were well-run trips, and I cherish the experiences, and the time I spent with my father.

George Jepsen, River Forest, Ill.

Stainless steel yes, E7's no

Unfortunately a couple of minor errors sneaked into my article ["B&M: A Century and a Half of Influence," pages 16-19]. As a child I most certainly did see the "westbound stainless-steel *Minute Man*," but it was not E7-powered, at the time utilizing the reassigned Budd/EMC/Winton three-car articulated "Flying Yankee" trainset of 1935. B&M's postwar stainless-steel-sheathed cars rarely if ever ran in Boston-Troy service; the mid-1930's "American Flyer" cars were the newest regularly assigned. Also, the World War II office allocating FT diesels was the Office of Defense Transportation, not Management.

Carl R. Byron, Groton, Mass.

Alcos down the Harbor

Regarding Tony Koester's fine article, "Beasts of Lafayette," on Monon's C628's [pages 44-49], I always liked Alco diesels, but the big ones were especially impressive; I particularly remember Chicago & North Western's C628's obtained from Norfolk & Western. I

worked at Bensenville Yard (Chicago) on the Milwaukee Road, and we would see road power off the Indiana Harbor Belt, often run-through Penn Central units. One day I was called for the afternoon IHB transfer, and the power I got was a trio of PC Alcos: C628, C636, and C430! I couldn't believe it. I spent a half hour trying to wipe off enough grime and paint on the nose of the lead unit so the PRR keystone emblem underneath would show, and boy did I have fun running those south. I don't think the citizens of Franklin Park enjoyed my smoky show, though!

R. I. Janin, Wheaton, Ill.

Rekindling memories in El Reno

The photo on pages 40-41 ["Bird's-Eye View"] of the Rock Island's El Reno, Okla., roundhouse convinced me to renew my subscription, which I'd been considered dropping owing to funding issues. I grew up in what was then the small farm town of Yukon, between El Reno and Oklahoma City, and the front porch of Granddad's farmhouse faced the Rock Island track. I spent many hours on that porch, talking to Granddad and watching trains. At one time, Granddad had worked for the Rock Island. Across the tracks was the house

where I grew up, listening to the trains. During the railroad's auction in 1980, I, my father, and my son, then age 6, stood on that very turntable, still live and powered at that time, although the roundhouse was long gone. A Dallas newspaper reporter covering the auction devoted a large portion of his article to our family.

Robert Olmstead
Oklahoma City, Okla.

Great ride, by George

Chesapeake & Ohio's premier service ["George Washington's Train," by Bob Withers, pages 60-69] was inaugurated when I was almost in high school in Washington, D.C. A railfan then as now, I was fascinated with this new train because it had such favorable publicity. C&O had a magnificent O-gauge model railroad which featured the *George Washington*, *FFV*, and *Sportsman*. It was displayed for months in Washington's nicest department store, Woodard & Lothrop.

When I graduated from high school, my girlfriend's father was transferred to Fort Lewis, Wash., and for two years, I begged my parents to let me go see her. Finally in the summer of 1941, I was invited out for two weeks. My father was a retail coal dealer, so he asked a friend at C&O to arrange my transportation, which meant my trip started on the *George Washington*. I've been privileged to ride on many great trains, in the U.S. and Europe, but whenever I start comparing, the *George Washington* always is near the top. I never saw another train as spotless as it was, inside and out; the air-conditioning was perfect; and the dining car reminded me of a fine restaurant. All in all, the trip is a splendid memory and, best of all, I married the girl from Fort Lewis.

LeRoy O. King Jr., Dallas, Texas

Marion then and now

I enjoyed both Marion, Ohio, articles. In my working life, I went there several times to a Union Tank Car shop in the former Erie locomotive facility. In addition to the "steam roads" covered in Robert Davis' "One Day at . . . Marion, Ohio" [pages 70-75], Marion had been served by an interurban from the capital, the Columbus, Delaware & Marion

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- ... all these trains running *without* signals or radio communication?

It happened just that way when the Chicago Aurora & Elgin and the Chicago Rapid Transit Company synchronized their operations over the Garfield Park Branch of Chicago's elevated.

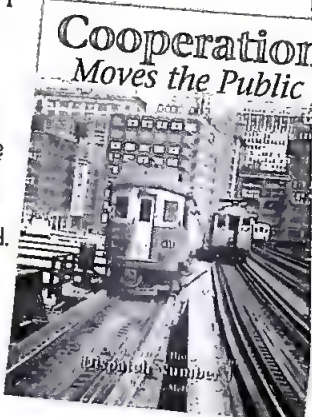
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Fast Mail

and its subsidiary, Columbus, Marion & Bucyrus, from Marion to Bucyrus. CD&M was noted for two heavyweight parlor-car "Red Birds," both of which survive. Operations lasted until 1933. The CD&M freight house is extant, at 320 W. Center Street, near the station and tower. A restaurant for many years, it is now called "The Warehouse," with Italian cuisine. The exterior is unchanged since CD&M days; when I was last there, trolley wire support poles still existed by the side of the building! Davis just missed Erie Lackawanna passenger trains—the *Lake Cities*, EL's last service west of Youngstown, lasted until January 5, 1970.

Dwight Long, Angola, Del.

A vote for updates

In reading various articles in CLASSIC TRAINS, I often find myself wanting to visit the areas covered but am left wondering what, if anything, remains there now. Your "Classics Today" series helps immensely, and the followup on Marion, Ohio ["Crossroads of History," by Kelly Lynch, pages 76-77], was an excellent example bringing us up to date on Robert L. Davis's "One Day at..." story from 1970 [pages 70-75]. Everything changes, and those of us who are unfamiliar with a specific area are often interested in what changes have occurred.

Mark Beebe, Old Mystic, Conn.

The valley? Never been there

"Car Stop" [pages 90-91] has some great shots of "L.A.'s Yellow Cars," but in the top right photo on page 91 of Type P car 3001 in 1957 on Whittier Boulevard, the destination sign reads "San Fernando Valley," so this is either a joke or the car was on a fantrip (or both), since the Los Angeles Railway did not operate into the San Fernando Valley on Pacific Electric's standard-gauge tracks.

John Petros, Burbank, Calif.

¶ Traction expert Mac Seabee agrees the sign was phony and suggests the car, which survives at Orange Empire Railway Museum, was on a fan trip. "Fans loved to turn the signs to long-forgotten destinations. PE's own signs for the Valley, on its 600-700-class cars, looked

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Diamonds? Circles? All are gems

STEAM GLORY 2 was super-great. It literally brought tears to my eyes seeing all those fine locomotives, especially the stories on the 2-8-4's [Neil Carlson's "The Berkshire Story," pages 8-19] and Kansas City Southern's 2-10-4's [Peter A. Hansen's "Green Giants," pages 94-100], which were products of my favorite builder, Lima.

In Carlson's story on page 10, I think someone dropped a decimal point in the hypothetical calculation that begins, "Let's say a locomotive is burning 32 tons of coal per hour." That would've had to be a Big Boy pulling 100 carloads up Sherman Hill with the brakes set! Perhaps the intended figure was 3.2 tons.

Also, the last American-built steam locomotive for domestic use [page 16] was Chesapeake & Ohio 2-6-6-2 1309, whose Baldwin builder's plate reads "September 1949," four months after Nickel Plate 2-8-4 779 left Lima (1309 is now at the B&O Museum in Baltimore). In the ownership table on that page, the road numbers for Wheeling & Lake Erie's K-1 2-8-4's were 6401-6432, as correctly stated in a caption on page 62 in the Art Hanford photo story, "A Day With Engineer Herbel" [pages 60-67]; they were renumbered to NKP 801-832 as the table notes.

Finally, in the caption in Hansen's story on page 99 for KCS 905's builder's photos and the builder's plate, those KCS J-class plates were Lima's only *diamond-shaped* ones depicting engine class. Lima's oval builder's plates for all PRR and B&O engines carried their classes.

John B. Corns
Coshocton, Ohio

¶ The coal-per-hour figure was indeed intended to be 3.2 tons.—R.S.M.

Rare Canadian steam

Who would believe that one could glance through a magazine in November 2006 and find a rare color photo

of a Canadian Pacific 2-8-2 coming off the little-known Little Current branch past the McKerrow station in northern Ontario in 1954 ["Crown Steam 1954," photos by Mert Leet, pages 38-44]? On the map on page 41 is labeled Manitoulin Island; I was born in 1947 and raised just 20 miles from Little Current in the small town of Spring Bay. I have been interested in the Little Current-Sudbury line for 30 years, and it is very rare to see new photos of steam on it. On July 30, 1943, CPR 2-8-2 5183 pulled President Franklin D. Roosevelt's special train on this line to Birch Island, midway between McKerrow and Little Current, for a week of fishing and relaxation. Congratulations to photographer Leet and you editors for taking and publishing such rare photos.

Keith Hopkin, Scarborough, Ontario

GTW photo site and crew identified

Among all the issue's great color photos, the one that got my attention was Willis McCaleb's on page 37 of the fireman and engineer in the cab of the Grand Trunk Western U-4-b streamlined 4-8-4. The fireman in the window is Mike McMahon (left), and the engineer in the door is the late Hank Wix Sr. I never knew Hank, but I worked on the GTW with his son, Hank Jr. Mike, who worked on Canadian National out of Windsor, Ont., for eight years (where he fired the U-4-a streamlined 4-8-4's)

before joining GTW in 1952, lives near our home and works part time at a store where my wife and I shop. He was thrilled to see the photo, and believes it to be at the Pontiac depot as they waited for the 6:55 a.m. departure for Detroit of train 22 from Durand. The engine is likely the 6409, the year



1956 or 1957. The accompanying photo of McMahon was taken by Jack Stewart, my engineer, in about 1985, just before Mike retired. Jack comes from a railroad family; his father, Dale, was an engineer on the GTW in Detroit, and an uncle, still living in Burlington, Iowa, was an engineer on the

CB&Q/Burlington Northern.

Dennis Smolinski
Macomb Township, Mich.

Taking a ride on the Reading

The Reading Co. map on page 49 with Dale W. Woodland's fine story, "Reading Shops, a Century of Craftsmanship" [pages 46-56], has some flaws. Cornwall Railroad was owned by Bethlehem Steel, not the Reading. While there were three "Joint Line" passenger trains northward to Penryn Park and Cornwall and Lebanon at its peak, only the south end, Manheim-Mount Hope, was owned by the Reading. A large RDG component that was intact until 1933 was omitted: Atlantic City Railroad lines, in New Jersey, from Camden to Clementon and Atlantic City; to Tuckahoe and Ocean City; and from Tuckahoe to Cape May. Some of all that became part of the Pennsylvania-Reading Seashore Lines.

Fred W. Schneider III, Lancaster, Pa.

Other steam leaks (corrections)

Page 42: The CN 2-8-0 pictured is 2589 (not 2588), ex-GT 732.

Page 69: The Rock Island train is westbound out of Chicago's Englewood Union Station in late afternoon.

Page 80: NYC's *Mercury* ran Cleveland-Detroit, not Chicago-Detroit.

Page 86: The large photo of SP 0-6-0 1221 was taken by C. G. Heimerdinger Jr., not Richard Holmes.

Copies of STEAM GLORY 2 are still available; to order one, call (800) 533-6644. RAILROADS AND WORLD WAR II, our Special Edition No. 6, will be published in November 2007; see page 15, overleaf, for details.

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Fast Mail

like this one. Does that mean this one came from a 700? Probably.—J.D.I.

Now we know who she is

Regarding Jim Shaughnessy's PRR photo on page 86 you entitled "Women's Work at Watkins Glen," I called a retired Pennsy conductor with whom I had worked, and he said the block operator pictured is Louise Overhiser, who was hired during World War II during the shortage of males.

Don Jilson, Lowman, N.Y.

The Jenkin we never knew

I was pleased to read "Jenk and Menk" [by G. Mac Seabee, pages 58-59]. The syndicated newspaper columns of Jenkin Lloyd Jones appeared often in our local paper, the *Canton Repository*, and I never missed reading them. Sometimes he wrote about railroads. I clipped and saved at least one, and upon digging it out and reading it again, I find it is like what I would expect to see in *CLASSIC TRAINS*. It was printed in Canton on May 1, 1971, with the headline "Taking a Nostalgic Last Ride Across the Mountains on the B&O." It is obvious the man had a passion for railroad travel. Thanks to you and to Mr. Seabee for introducing us to the "Jenk" we never knew.

John Beach, Massillon, Ohio

Spring clean-up (corrections)

Page 6: A biography of Frank Barry was unintentionally omitted from "Contributors," but for more information beyond what was in his story [pages 20-29], see page 6 in the Winter 2005 issue.

Pages 54-55: The directions of the PRR and CNJ trains crossing the Navesink River on the Long Branch in I. W. King's photo are reversed—the scene faces east, so the K4 is heading north and the FM diesel is heading south.

Page 59: The patented telegraph key was a Vibroplex, not Vibroflex.

Page 77: Marion Union Station Association volunteer Pete White, not Pete Voight, repainted AC Tower. ■

Got a comment or correction? Write us at *Fast Mail*, *CLASSIC TRAINS*, P.O. Box 1612, Waukesha, WI 53187-1612; e-mail: fastmail@classictrainsmag.com. Letters may be edited for length and clarity.

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like this one. Does that mean this one came from a 700? Probably."—J.D.I.

Now we know who she is

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Dean Elmer Leonard, M.D.

The Jenkins we never knew

It was pleasant to read "Dark and Devil" by O. Mac Settee, pages 53-55. The syndicated newspaper columns of Jaukin Lloyd Jones appeared often in our local paper, the *Carson Reporter*, and I never missed reading them. Some-

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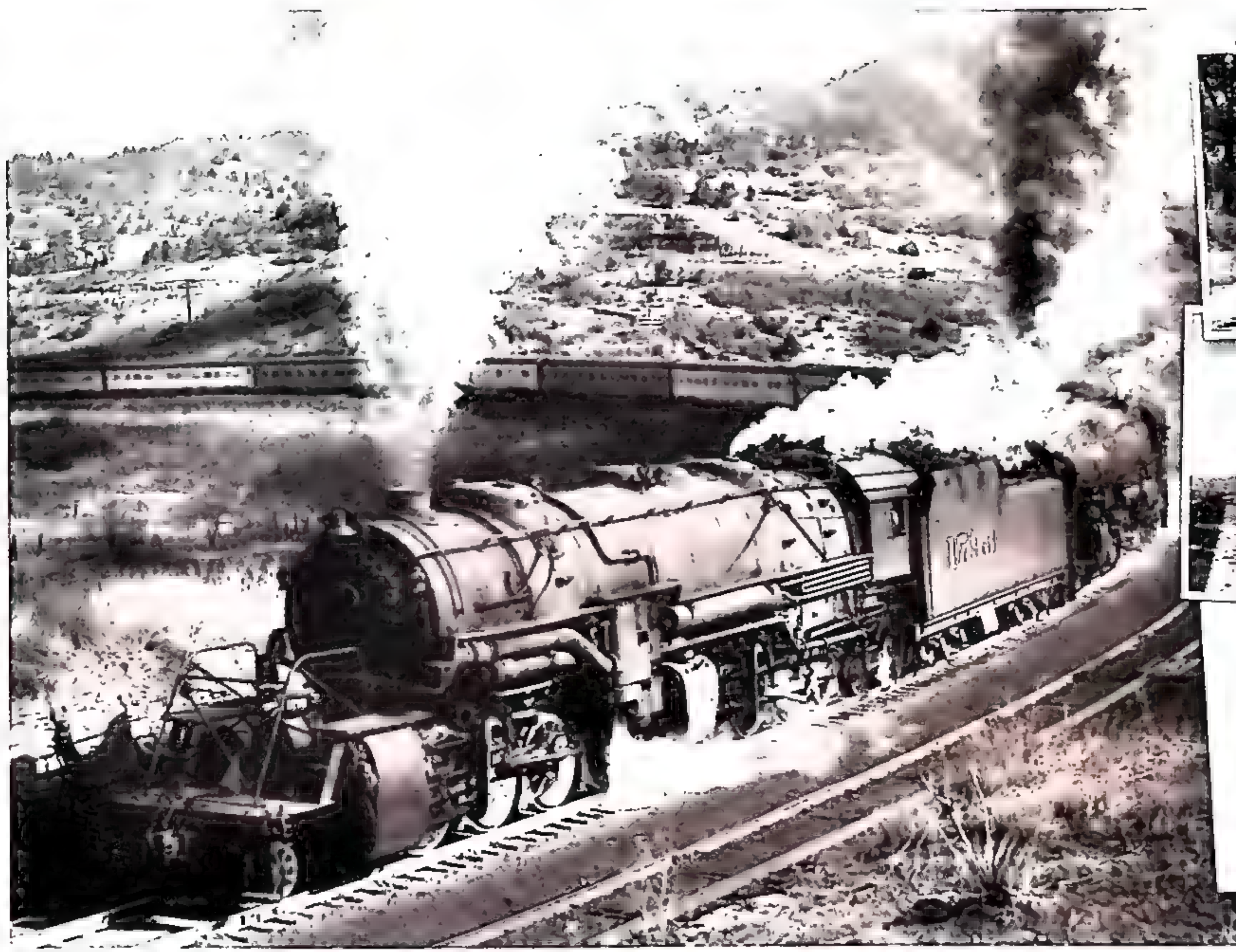
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Voight, Representative AC Tower.

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Fallen Flags Remembered

The Alton: Even Uncle Dan couldn't save it

How an unwanted historic Midwestern railroad managed to survive

The Chicago & Alton Railroad in the 19th century was an emerald property dominating its Chicago-St. Louis-Kansas City territory, yielding consistently solid earnings, paying generous dividends, and running famous and popular passenger trains. By 1931, however, when Daniel Willard added the property to his Baltimore & Ohio system, it bore little resemblance to its predecessor.

After the pre-World War I years, the C&A's books had shown red ink, which continued through a 1922 receivership. C&A had added no new locomotives since the early 1920's, no freight cars since the early 1900's, and, except for 18 heavyweight Pullman-built cars for the *Alton Limited*, no new varnish since 1924. Its shrinking revenues came largely from low-value coal. Although its mainline passenger trains remained popular, they were increasingly vulnerable to automobile competition.

A reasonable observer might ask, what was Dan Willard thinking?

The short answer: Cooperation and a new market. In 1920, Congress charged the Interstate Commerce Commission with devising a railroad consolidation plan. When the final draft was published in 1929, Chicago & Alton was little more than a footnote despite its strategic routes—it and 62 mostly Eastern coal roads were under a B&O umbrella.

Willard was a proponent of consolidation well before this. Although his B&O reached Chicago, Springfield, Ill., and St. Louis, Willard argued that the sickly C&A should be made part of the ICC's designated Wabash-Seaboard sys-



Al Chione collection

Pacific 5280 and two of Alton's pioneer E7's await assignments at the tiny engine terminal just south of Chicago Union Station in 1946. New owner GM&O adopted the red-and-maroon colors.

tem. Given his obvious hope that the C&A would become somebody else's problem, Willard's quick decision to embrace it surprised the industry. He decided a show of cooperation would help get ICC approval for takeover of the Eastern roads he did want.

It was a winning strategy. On December 11, 1930, with all parties satisfied, sale of the C&A was approved. ICC hearings were held the following April. They lasted only two days; Willard testified he sought the railroad only to gain simple control and had no plans for reorganization. B&O incorporated a new subsidiary, Alton Railroad, on January 7, 1931, which purchased the prop-

erty on July 18. H. B. Voorhees, a B&O vice president and president of subsidiary Baltimore & Ohio Chicago Terminal, was placed in charge.

His task would not be easy. Revenues had declined from \$28.7 million in 1929 to \$14 million in 1932, and while the C&A had spent \$3.4 million at the Depression's start on maintenance of way and \$6.3 million on repairing engines and cars, in 1932 it spent only \$1.6 million on either. With traffic drying up, and despite a major expense control program, Alton's net operating income plunged from \$3.3 million in 1931 to \$486,783 for 1932.

Half the Alton's tonnage was from interchange in Kansas City and St. Louis, not from on-line farms and industries. The other half was mostly coal from southern Illinois mines, which were declining fast. Except on Chicago-St. Louis trains, local passenger traffic was all but gone. Self-propelled motor cars easily replaced steam locals.

Alton locomotives were renumbered to conform with B&O's fleet, and in 1933 a major scrapping program began. Of 320 C&A engines on the roster in 1929, only 181 remained. In addition to two Mallets bought in 1910 to help freights over Atlanta Hill, the ruling grade on the Chicago-St. Louis line, what remained were 70 2-8-2 Mikados



Alton 2-8-0 2661 heads east from Streator, Ill., toward Dwight, on a branch that once had been part of a through Chicago-Peoria passenger service route via Washington, Ill., and the TP&W.

By Gene V. Glendinning

(the newest 12 years old), 53 2-8-0 Consolidations (the latest from 1910), 5 2-6-0's (some from 1900), 15 0-6-0's as old as the Moguls, 2 1911 Ten-Wheelers, and 34 4-6-2 Pacifics from 1903-13.

C&A had 13,547 freight cars in 1929. By 1932, most were unneeded and one-third were scrapped, leaving 4,850 with C&A or Alton reporting marks. The passenger-car fleet also was downsized, from 231 in 1929 to just 86 (including 7 motor cars), almost half of them head-end cars.

Little integration of B&O and Alton facilities or functions occurred. Servicing of B&O engines at St. Louis was transferred to the Alton at suburban Venice, Ill., while in Springfield, operations were consolidated at Alton's Ridgeley Yard and B&O's passenger trains moved to the Alton's depot. In Chicago, Alton passenger-train servicing was moved to the B&O's coach yard, but Alton trains remained in Union Station and B&O's in Grand Central.

C&A had been better known for its innovative passenger service than for freight. A string of firsts kept it ahead of rivals Illinois Central and Wabash in the competitive Chicago-St. Louis trade (their mileages were virtually equal): Pullman's first sleeping car and dining cars, reclining seats for coach passengers, on-board radios and libraries, and dedicated women's sections. C&A was an early carrier of Railway Post Office cars and held the contract for the lucrative Chicago-St. Louis mail run.

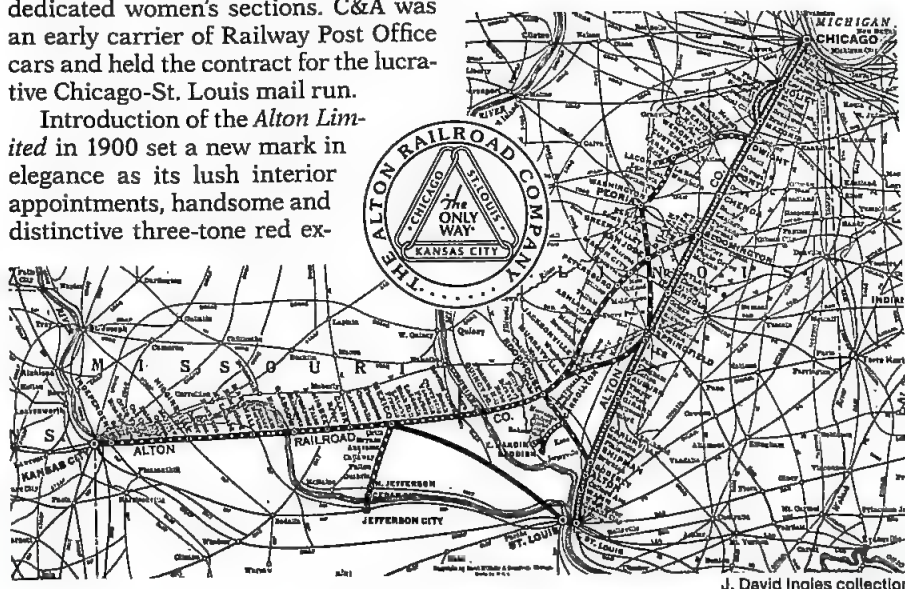
Introduction of the *Alton Limited* in 1900 set a new mark in elegance as its lush interior appointments, handsome and distinctive three-tone red ex-

teriors, and fast schedule made it first choice in the Chicago-St. Louis corridor. In 1932 it became the first air-conditioned Chicago-St. Louis train.

Parent B&O, competitive with the Pennsylvania Railroad on the New York-Washington run, in 1934 ordered a pair of experimental lightweight, air-conditioned, streamlined eight-car trainsets from American Car & Foundry. For power, B&O's Mt. Clare Shops built two distinctive engines: 4-4-4 *Lady Baltimore* and 4-6-4 *Lord Baltimore*; B&O also ordered an 1,800 h.p. Electro-Motive Corp. box-cab diesel, No. 50.

At the same time, IC ordered a diesel-powered, lightweight, streamlined articulated train for its Chicago-St. Louis run and announced a fast schedule. Alton's mainline passenger service was its one continuing success, and since the road had nothing with which to contest IC, B&O shipped over one of its new ACF trains. On July 1, 1935, a train with the 4-4-4 debuted on a schedule an hour faster than any before. Named *Abraham Lincoln*, the train not only stole IC's thunder but began turning in the highest passenger revenue per mile of any U.S. long-haul train.

Just before introducing its *Green Diamond*, IC announced an even faster schedule. The *Lady Baltimore* 4-4-4 was fast but required water and coal stops,



"The Only Way": Alton's 1933 timetable contained this system map. The line west from St. Louis to Francis, Mo., represents the Burlington's part of their joint route to Kansas City.

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Fallen Flags Remembered



Tom Mohr

B&O box-cab diesel 50 rolls Alton's northbound *Abraham Lincoln*—one of two streamliners the parent supplied—over a new highway underpass near Carlinville, Ill., on August 17, 1937.

which B&O's diesel didn't, so another call went to Baltimore, and in April 1936, a month before IC's train debuted, "the Abe" had the first diesel in the corridor, making an unheard-of 4-hour 55-minute schedule. Months later, B&O sent its other new train, with *Lord Baltimore*, to the Alton, which named it *Ann Rutledge*. With two streamliners and the elegant heavyweight *Alton Limited*, the Alton had three good competitors.

Alton's Kansas City-Chicago passenger service was down to a slow heavyweight train, the *Hummer*, plus an all-stops K.C.-Bloomington motor car, but the picture brightened in 1937 for K.C.-St. Louis riders when Burlington and Alton joined forces on their 1904 "short-cut route" with two streamlined, articulated diesel trains, the *Ozark State Zephyr* and *General Pershing Zephyr*.

World War II temporarily boosted the Alton's fortunes. By the end of 1942,

freight train-miles and ton-miles jumped 21 percent. Tonnage was evenly divided among tanks of oil from Texas, Louisiana, and Oklahoma; boxcars of ammunition and bombs from the new arsenal at Elwood, Ill. (today's Logistics Park on BNSF); and flatcars carrying half-tracks and tanks out of Peoria and Springfield. Yards that had been virtually empty during the Depression were full of cars bound for seaports on both coasts. Passenger-miles increased only 2 percent, but ridership swelled 28 percent.

When he reached age 80 in 1941, Willard retired and passed the presidency to Roy White, who decided Alton's war-swollen traffic would not be sustained in peacetime. In late 1942, a reorganization petition was filed. Henry Gardner, a Chicago attorney, was appointed as receiver. Voorhees remained as president, and both men started rebuilding the railroad.

They struggled to match too little power and too few cars with demand. In 1937, after B&O received its EMC EA passenger diesels, it found its Jersey City-St. Louis *National Limited* schedule had enough slack in it to permit the units to make a St. Louis-Chicago round trip on the *Ann Rutledge* and *Fast Mail*. This put diesels on three good Alton trains. To help, the best Alton 4-6-2's were modernized.

A 1942 decision to dieselize the Alton was delayed when the War Production Board suspended EMD's production of passenger units, but Alton received seven E7's in 1945, including the first two produced. Alton had diesel switchers, too, giving Alco in 1943 an order that eventually totaled 15 1,000 h.p. units.

The first new freight cars in 20 years and the first steel boxcars—1,100—started appearing in 1943-44, as did 150 steel and 850 composite hoppers to serve reopened mines. In 1945 came 10 aluminum alloy boxcars, with steam and signal lines, for high-speed mail-storage duty. Alton's passenger ridership rose from 740,054 in 1940 to 2.2 million in 1945, a level not seen in decades.

During three years of reorganization, virtually no one expressed interest in the Alton. One exception was Isaac B. "Ike" Tigrett, president of the Gulf, Mobile & Ohio, a 1,948-mile, Mobile/New Orleans-to-East St. Louis line he created five years earlier in the merger of Gulf, Mobile & Northern and Mobile & Ohio. Tigrett initially balked when a board member suggested the GM&O take over the Alton, because of the line to Kansas City. All Tigrett wanted was a



Wayne Bridges



EMD illustration; R. R. Wallin collection

Alton ordered 20 F3's, which would've looked like this but for the GM&O merger; instead they came in red and maroon as 800's.

Motor cars helped Alton trim losses on branch trains. Car 2504, at Delavan, Ill., circa 1949, is running as Bloomington-Roodhouse train 29.

Chicago route to better compete with IC. After a friend and business associate, Burlington's Ralph Budd, proposed to take Alton's Kansas City-Francis, Mo., line, Tigrett charged ahead. In September 1945 after quick hearings, Tigrett had his route to Chicago ["Fallen Flags Remembered," Spring 2005]. The K.C. line deal never went through, but the route hung in there ["GM&O's Western Division: A Survivor," Summer 2000].

Assimilation was not immediate. As World War II ended, Alton added 10 Alco RS1's, the same road-switcher type already serving GM&O. Alton also ordered 20 EMD F3's, which arrived in 1947 lettered GM&O, in Alton's red-and-maroon but with a slogan, "The Alton Route." ACF got an order for 19 cars that eventually included 11 lightweight coaches, 4 parlor cars, and 4 sleepers.

Although both GM&O and Alton got to East St. Louis, they did not physi-

cally connect. The Terminal Railroad Association of St. Louis' Front Street track became their only link.

On May 31, 1947, 100 years and three months after the February 27, 1847, charter of C&A ancestor Alton & Sangamon, the Alton ceased to exist. Tigrett's buyout proved a success. Even though he wound up stuck with the Kansas City line, he figured out how to make the property a paying proposition. In 1972, IC and the profitable, parallel GM&O implemented long-held plans to merge. Today, the old Alton main lines are split among three Class 1's. Canadian National, through its 1998 purchase of the IC, has Chicago-Joliet; Union Pacific, from its 1996 Southern Pacific merger, has Joliet-East St. Louis; and Kansas City Southern, through its 1997 purchase of Gateway Western, has the K.C. line. Wonder what Dan Willard would say. ■

ALTON FACT FILE

(Comparative figures are for 1929 and 1947)

Route-miles: 1,053, 985

Locomotives: 320; 91

Passenger cars: 231, 112

Freight cars: 13,547, 2,752

Headquarters city: Chicago, Ill.

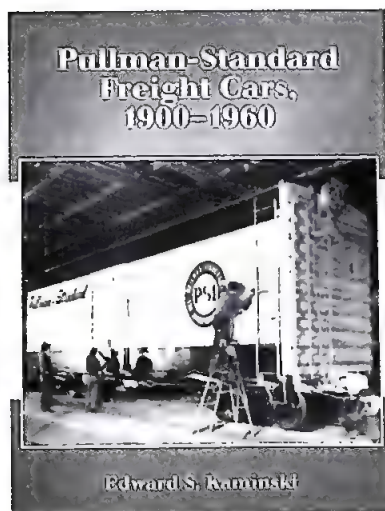
Notable passenger trains: *Abraham Lincoln*, *Alton Limited*, *Ann Rutledge*, *Hummer*, *Midnight Special*

Special interest group: Gulf, Mobile & Ohio Historical Society, P.O. Box 1753, Marion, IL 62959, www.gmohts.org

Recommended reading: *History of the Baltimore & Ohio Railroad*, by John F. Stover (Purdue University Press, 1987); *Gulf, Mobile & Ohio*, by James H. Lemly (Richard D. Irwin, 1953); *Chicago & Alton Railroad*, by Gene V. Glendinning (Northern Illinois University Press, 2002).

Source: Author's collection

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Destination



Valley Forge

Half a century ago, the railroads were key players in moving thousands of Boy Scouts to two National Jamborees at a hallowed Revolutionary War site

By Dale W. Woodland

Fifty years ago this July, one of North America's last great mass movements of people by special trains took place. The occasion was the fourth week-long Boy Scout National Jamboree, attended by some 52,000 Scouts from across the United States and around the world. The location was Valley Forge, 20 miles northwest of Philadelphia, where George Washington and his Continental Army spent the bitter winter of 1777-78 during the Revolutionary War. The 1957 Jamboree was the second of three to be held at Valley Forge, but it marked the end of an era. As with the first Jamboree at Valley Forge, in 1950, the majority of Scouts traveled to it by train. Such would not be the case at the next one, in 1964.

Groups of Boy Scouts had been camping in Valley Forge State Park on Washington's Birthday since 1913, so in 1950 officials of the Boy Scouts of America (BSA) requested the use of Valley Forge for the first National Jamboree since the initial one in 1937. (In the interim, the threat and eventual outbreak of World War II had limited any such repeat activities.) The postwar Jamboree would constitute the largest gathering ever held in Valley Forge, and the park commissioners welcomed the Scouts, acknowledging that a stint at Valley Forge would be good for the general development of American youth. The onset of the Cold War and the threat of world communism was a factor in showcasing the merits of America through a free gathering of her youth.

The 1950 event turned out to be such a logistical success that the BSA, after the Third National Jamboree was held

in 1953 at Irvine Ranch in southern California, returned to Valley Forge in 1957 for the fourth one, and again relied heavily on the railroads.

In the postwar years, before air and highway travel became so dominant, good rail transportation played a major role in BSA executives' decisions on where to stage their National Jamborees. Valley Forge was an ideal location, as the Reading's four-track main line skirted the park and two lines of the mighty Pennsylvania Railroad, the nation's largest intercity passenger-train operator, were nearby. The Reading, whose Philadelphia-Reading main line bordered the park, was particularly well situated, with two stations, Valley Forge and Port Kennedy, giving visitors immediate access to the site.

Valley Forge station, milepost 23.7 from Reading Terminal in Philadelphia, was built in 1912 to facilitate access for visitors to the park and to General Washington's headquarters building, just a few hundred feet away. To harmonize with its historical sur-

roundings, the depot was built of field-stone in Colonial Revival style; its spacious waiting room even had a fireplace. Doric columns held up the platform roofs, and originally the stairways were ornamented with pyramids of cannonballs. Covered platforms were located on both sides of the main line, with a subway providing safe access underneath the tracks. Through this station the railroad offered a grand entrance to the historic venue. The Port Kennedy station (milepost 21.5), built in 1910, was a more modest structure located at the northeastern corner of the park away from most of the historic buildings. About nine passenger trains each way plied Reading's Main Line on weekdays, but most did not stop at Port Kennedy or Valley Forge.

Just across the Schuylkill River from

Though it did not directly serve Valley Forge, the Pennsylvania ran 27 Jamboree specials to nearby Norristown. Ten miles east of there, GG1's 4913-4910 are about to cross the Schuylkill River with a New England train on July 20.

At the Reading's Valley Forge station (left) on July 9, the first day of train arrivals for the 1957 Jamboree, happy Boy Scouts from the Pacific Northwest descend to the tunnel leading under the tracks to the state park.



Arriving Scouts swarm onto the temporary wooden platform on the westbound side of the tracks at Port Kennedy, the Reading's station at the northeast corner of the park.

the park was PRR's Schuylkill Valley Branch, a secondary line from Philadelphia to Reading, Pottsville, and the anthracite coal country. The line was double-track and electrified as far as Norristown, the outer terminal for M.U. commuter trains from Philadelphia. Four miles beyond Norristown, and nearly opposite Reading's Port Kennedy station, was PRR's Betzwood station, by 1950 a mere flagstop. Considerably busier was Pennsy's Paoli station, just 4 miles south of Valley Forge State Park on the Philadelphia-Harrisburg main line. Besides being a terminal for Philadelphia commuter M.U.'s, Paoli was the suburban stop for PRR's "Blue Ribbon Fleet" of passenger trains between New York and the Midwest.

Valley Forge offered many advantages for a large encampment like a Jamboree: More than 2,000 acres of open land, historical significance, the nearby attractions of Philadelphia—and excellent rail access.

1950 Jamboree: Big crowd, big names

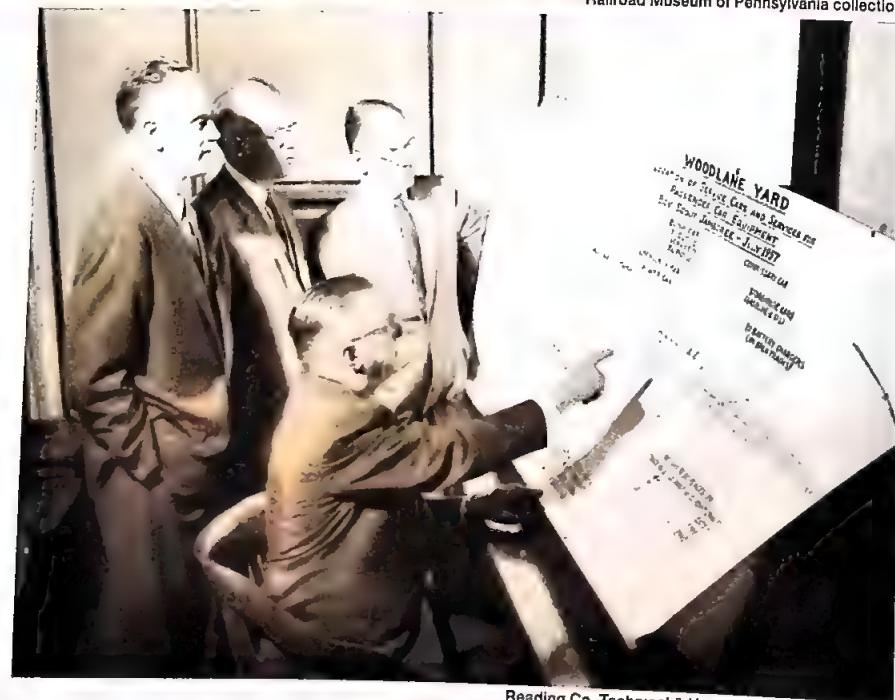
The 1950 Jamboree was held June 30-July 6, with 47,163 Scouts representing all 48 states and 14 foreign countries in attendance. Most came by train, but some came by bus, a few by airplane, and a few in a cavalcade of brand-new automobiles from Michigan. For those coming by train, the BSA took advantage of the fact that this would be the first time in the East for many of the boys, so special arrangements were made for side trips to Washington, D.C., Philadelphia, Atlantic City, N.J., and New York City ["A Boy Scout's 'Monumental Adventure,'" Summer 2003 CLASSIC TRAINS].

Some side trips were scheduled as part of inbound or outbound journeys, while others, particularly those to Philadelphia, were one-day round trips from Valley Forge.

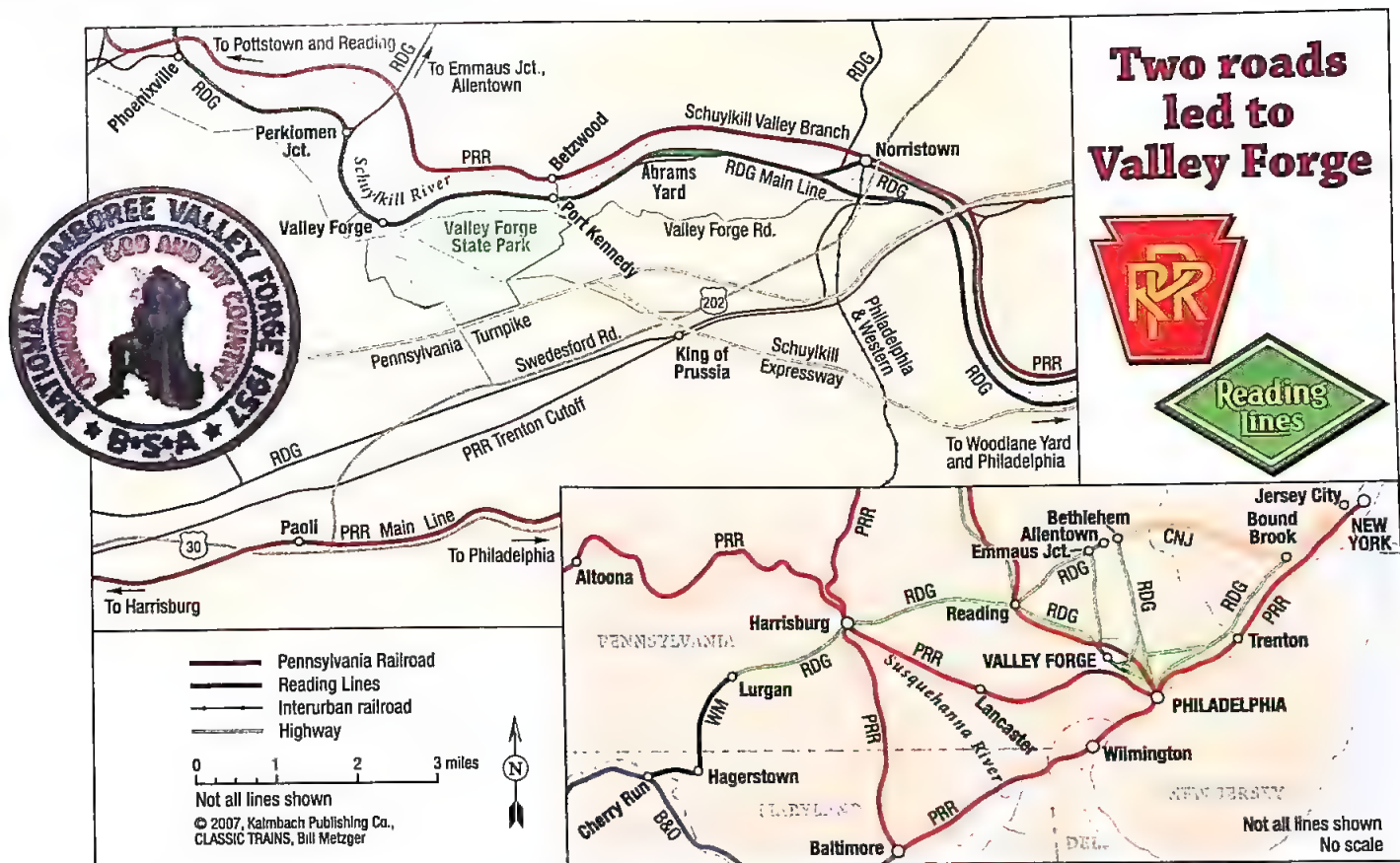
The program at the encampment emphasized survival training and conservation education. President Harry S. Truman and Gen. Dwight D. Eisenhower spoke to the Scouts during that week at Valley Forge—the very week that

Many months of planning preceeded the Jamboree. Here, Reading General Manager A. N. Jewell points to a diagram of Woodlane Yard, where cars were stored and serviced. Standing are (from left) RDG's S. R. Spencer and PRR's E. F. Schrupf and G. C. Vaughan.

Railroad Museum of Pennsylvania collection



Reading Co. Technical & Historical Society collection



North Korean forces crossed the 38th parallel in Korea. The outbreak of the Korean War reinforced the feelings of patriotism and national solidarity at the encampment. After the Scouts were gone, Pennsylvania's civil defense organizers studied aerial photographs of the Jamboree to determine how well Valley Forge would serve as an evacuation area in case of atomic attack by the Soviet Union. The Cold War was certainly on people's minds.

Mighty logistics by the PRR

The Pennsylvania Railroad carried 20,000 Scouts to and from the 1950 Jamboree on regularly scheduled and 50 special trains. To coordinate it all, PRR established "Operation Boy Scout" months before the event. Pennsy's operation included scheduling 150 locomotives, 350 coaches, 100 baggage cars, 75 dining cars, and 75 sleeping cars. The railroad also made improvements to the Norristown and Betzwood stations, rounded up trucks to haul baggage from Norristown to Valley Forge, and made arrangements to move 1,700 Scouts in special cars attached to regular trains that stopped at Paoli.

Since Betzwood was beyond PRR's electrified territory, the road had to devise a scheme to get its GG1-powered trains close to the campsite. The spe-

cials' G's were cut off in Philadelphia, and Baldwin diesel switchers pulled the trains the 21 miles up the Schuylkill Valley Branch to Betzwood. From there the Scouts marched across the old iron highway bridge to Valley Forge State Park on the opposite bank.

PRR's Philadelphia Terminal Division established a temporary headquarters in two camp cars at Betzwood to handle the details. In addition, to expedite train movements, the road set up temporary block stations at several locations along the Schuylkill Valley Branch between Philadelphia and Pottstown. Further, Pennsy needed to find space to store 600 passenger cars for the week of the Jamboree, winding up storing 145 cars at Pottstown, 45 at Spring City, and the remainder in two yards in Philadelphia.

The first PRR special arrived in Betzwood at 6 a.m., June 26, 1950, with 600 Scouts from Indiana. As the boys detrained, switch crews detached the baggage cars and pulled them back to Norristown, where the baggage was unloaded onto trucks for transfer to Valley Forge. Why Norristown? Its infrastructure was superior to that at Betzwood for rail-to-truck transfer, and the cars had to be moved out of the way of incoming trains during the time-consuming baggage-handling. Coaches

and sleepers were dispatched to their storage sites immediately after unloading so following inbound trains could be unloaded. This was the pattern for all subsequent specials. Beginning at 5 a.m., June 27, trains arrived every hour on the hour until June 29, excluding the 7 p.m.-4 a.m. period each day.

During the 1950 Jamboree, Pennsy ran diesel-powered shuttle trains between Betzwood and Broad Street Station, Philadelphia, to ferry some 5,000 Scouts into the city to visit historic shrines such as Independence Hall, the Betsy Ross House, and Benjamin Franklin's grave.

The Reading: Smaller but busier

Reading might've been the "Avis" to PRR's "Hertz" in system size, but the local anthracite railroad topped Pennsy in passengers for the 1950 Jamboree by handling some 34,000 Scouts before, after, and during the event on inbound, outbound, and sightseeing shuttle trains. To handle the longer-than-normal trains, Reading extended its platforms at Port Kennedy and Valley Forge by using crushed stone, filled in behind wooden planks placed on their sides. The railroad also installed additional lighting at both locations. A mix of Reading and Central of New Jersey Pacific-type steam locomotives powered



PRR in Norristown, July 20: At Haws Avenue (top), a Baldwin diesel switches a 12-car Jamboree special for GG1 4872, waiting in the distance with M.U. cars near the end of wire; to the east, near PRR's DeKalb Street station, 4933 and 4825 head an 18-car outbound special.

the specials. Counting the shuttles to Philadelphia, the Reading operated 110 specials, assigned 50 locomotives, and used 450 coaches, diners, sleeping cars, and baggage cars. Seventy of the long-distance Scout specials were routed through various gateways onto the Reading system. Most trains off the Baltimore & Ohio came through Park Junction in Philadelphia, while a few from the west connected at Shippensburg, Pa. Others came onto the Reading off PRR at Harrisburg, New York Central at Williamsport (Newberry Junction), and Lehigh Valley and Jersey Central at Allentown.

To accommodate campers and visitors who wished to visit local historic sites, Reading operated 40 special trains between Valley Forge and Reading Terminal, Philadelphia, plus direct or connecting service every 30 minutes to Valley Forge. Regularly scheduled Philadelphia-Reading passenger trains made special Valley Forge stops, and special buses met regular commuter trains at DeKalb Street station in Norristown. (Like the PRR, Reading operated a Philadelphia-Norristown commuter service with electric M.U.'s.)

B&O ran 35 Scout trains in conjunction with the Reading, and provided more than 40 baggage cars to handle the 75 Scout groups traveling B&O-Reading routes. B&O specials from the west entered the Western Maryland at



Three photos, Frank C. Kozempel

GG1's 4913 and 4910 lead 15 mostly New Haven cars, deadheading west to Norristown to pick up outbound New England Scouts, across the Schuylkill River bridge in the Manayunk section of Philadelphia on July 20.

Cherry Run, W.Va., proceeding through Hagerstown and onto the Reading at Lurgan, Pa., south of Harrisburg.

The Reading and Pennsylvania provided reliable, safe transportation for the 1950 Jamboree, making a favorable enough impression on the national Boy Scout organization that the Scouts turned to them again seven years later.

1957 Jamboree: An encore performance

The Fourth National Boy Scout Jamboree was held at Valley Forge July 12-19, 1957. At the time, this event was hailed as the largest gathering of youth in the history of our nation. President Eisenhower was unable to attend but sent Vice President Richard Nixon to greet the Scouts. Reports show that the BSA president made a prophetic mistake when he referred to Mr. Nixon as the President of the United States! The Jamboree was hosted by the BSA's Philadelphia Council, which built a 60-foot-wide, 27-foot-high replica of Independence Hall as an entranceway to the encampment.

Preparation and planning for this Jamboree began 18 months beforehand,

with monthly meetings held beginning in January 1956 to coordinate and map out all details. Some 50,000 Scouts and their leaders were expected to attend (the actual count was 52,251). At the encampment, the Scouts were divided into 38 villages, each housing about 1,400. To help shelter them, Congress authorized the loan of free tents from the U.S. Army's Second Division. Boys from all 48 states and Canada attended, plus a total of 500 from Australia, the Bahamas, Brazil, Chile, Cuba, Great Britain, Denmark, Greece, Israel, Peru, the Philippines, Sweden, Switzerland, and Venezuela. The 25,000-tent encampment spread out over 2,033 acres and was, for one week, the 16th largest city in Pennsylvania.

The logistics to support this temporary city were amazing: Food: 52,920 cases (732 tons) of non-perishable items, 17 miles of frankfurters (if laid end to end), top sirloins from 13,030 steers, and 74,480 quarts of milk daily. To avoid dishwashing, 9.5 million paper items were used. Utilities: 8 miles of water mains were laid to carry 1,500,000 gallons of water, 12 miles of electric lines were installed, and 300 telephone switchboards with 50 trunk lines were set up. The campsite had its own telephone number and Western Union office. The Scouts published their own daily four-page newspaper and had their own radio station, K3BSA.

The nearby Norristown Post Office expected to handle a million pieces of mail during the encampment. One of the first items to clear that Post Office was five boxes of horned toads from Texas, destined for the Lone Star State's contingent at the camp for the purpose of swapping with other Scouts.

Taking advantage of the hilly topography, a 55,000-seat amphitheater was built, with a 300-foot-wide, 100-foot-deep stage. In addition to politicians, the stage hosted Cleveland Indians pitcher Bob Feller and singer Rusty Draper. The U.S. Air Force Thunderbird Flying Team performed a show. Weekend visitors totaled 30,000. Public roads in the park were closed for the duration of the event. Each day, reveille was scheduled for 7 a.m., taps for 10 p.m. Upon return home, all Scouts received a souvenir booklet of photographs from the Jamboree. To attend, each boy needed to be at least a Second-Class Scout, was required to pay a \$50 fee, and had to be at least 12 years old and pass a physical.

Fewer trains, but still a big deal

By 1957, American travel habits were changing. Some railroads were discontinuing passenger trains, and new highways and airports had been completed, which gave people more options. Choice of mode of travel to this Jamboree was left to the discretion of local Boy Scout

PRR 1957 Jamboree specials to/from Norristown

Tour No.	From	Class	Psgs.	Arrivals		Departures	
				Date	Time	Date	Time
905	Houston	Coach	400	7/9	5:00 am	7/19	1:40 pm
1101	Seattle	First	360	7/9	6:00 am	7/19	4:50 am
1102	Everett, Wash.	First	300	7/9	7:00 am	7/19	7:50 am
902	San Antonio, Texas	Coach	640	7/9	8:00 am	7/19	9:10 am
1202	San Fernando valley, Cal.	First	350	7/9	10:00 am	7/19	9:00 am
601	Atlanta	Coach	525	7/9	11:00 am	7/19	11:00 am
1107	Spokane	First	360	7/9	2:00 pm	7/19	3:40 pm
1201	San Bernardino, Calif.	First	350	7/9	4:00 pm	7/19	1:00 pm
1106	Pocatello, Idaho	First	500	7/9	5:00 pm	7/19	5:50 am
901	Texas/Oklahoma	Coach	480	7/9	8:00 pm	7/19	8:25 am
804	Columbia, Mo.	Coach	300	7/10	5:00 am	7/20	5:00 am
802	St. Louis	Coach	360	7/10	6:00 am	7/20	11:00 am
1003	St. Paul	Coach	400	7/10	7:00 am	7/20	6:00 am
1004	Minneapolis	Coach	400	7/10	10:00 am	7/20	7:00 am
1203	Los Angeles	First	300	7/10	11:00 am	7/19	10:00 am
1204	Los Angeles	First	300	7/10	Noon	7/19	Noon
716	Indianapolis	Coach	485	7/10	1:00 pm	7/20	4:35 pm
717	Indiana Harbor	Coach	580	7/10	2:00 pm	7/20	3:30 pm
1001	South Dakota	Coach	560	7/10	4:00 pm	7/20	4:00 pm
1211	Provo, Utah	First	400	7/11	4:00 am	7/19	6:50 am
701/702	Detroit	Coach	600	7/11	5:00 am	7/20	11:00 am
719	Buffalo	Coach	450	7/11	6:00 am	7/21	11:00 pm
n/a	Albany/Kingston	Coach	n/a	7/11	7:00 am	7/21	7:00 am
1205	Bakersfield, Calif.	First	350	7/11	11:00 am	7/20	4:00 am
101	Region I (New England)	Coach	831	7/11	2:00 pm	7/21	8:00 am
102	Region I	Coach	893	7/11	3:00 pm	7/21	9:00 am
103	Region I	Coach	743	7/11	4:00 pm	7/21	10:00 am



Dale W. Woodland

Flanked by an RDG Baldwin switcher, a Jersey Central FM Train Master heads the all-MP consist of Tour 803 at Perkiomen Junction on July 10.



Electro-Motive

Reading FP7's 900-901 (seen in their 1950 builder's portrait) were two of the units that handled the inbound and outbound specials.



Dale W. Woodland

CNJ RS3 1701 and GP7 1524 are on Tour 801 or 1211 at Perkiomen Junction, where baggage cars were stored during the Jamboree.

Councils, but despite improvements at Philadelphia International Airport and completion of the Philadelphia Extension of the Pennsylvania Turnpike, which skirted the park, two-thirds of the Scout Councils chose to arrive and depart by train. Their reasons included not only pure personal preference, but they felt trains gave the boys a good opportunity to see the country up close.

The '57 Jamboree, by the numbers

Dates: July 12-19, 1957

Total attendance: 52,521

Attendees arriving by rail: 35,000

PRR: 22,500

RDG: 12,500

Special trains: 126 (63 in, 63 out)

PRR: 54 (27 in, 27 out)

RDG: 52 (26 in, 26 out)

Sightseer trains (round trips): 46

PRR: 14

RDG: 32

Sightseeing passengers: 53,800

PRR: 9,000

RDG: 44,500

They also realized, based on the 1950 Jamboree, that the railroads knew what they were doing in putting together such a complex package. Commenting on the 1950 event, Dr. Arthur M. Schuck, Chief Scout Executive said, "The railroads' ingenuity and dependability not only added to the success of the mass campsite, by moving in boys and leaders to the greatest gathering of youth in the world, but have virtually guaranteed the practicality of such a gigantic undertaking."

Several incidents helped prove that the Scouts' confidence in the railroads was justified. When tickets for the 300 Scouts from Seattle were lost in Chicago, a PRR official wired ahead so conductors along the way would cooperate and the boys could continue eastward without delay. Scouts on a train from San Antonio, Texas, which was delayed by a bridge washout in Louisiana, had planned a day of sightseeing in Washington, D.C., on their way to the Jamboree, but because of the delay would have arrived at night instead of in daylight. Again a PRR official intervened, having the train held at Harrisburg, Pa., and arranging for the boys to

have an evening swim in the Susquehanna River. The railroad served the boys dinner and put the train back on a daylight schedule so that the next day, they were able to tour Washington.

Much of this cooperation resulted from the fact that many Scout groups were sponsored by PRR family groups, and that many PRR employees served as Scout Masters or had sons and/or grandsons who were Scouts. Railroad-ing was still a big part of daily life for many American families.

For travel to and from the Jamboree, the boys were given special rates by the railroads through their Scout Councils. Some groups traveled over as many as nine roads on their 10-day journey to and from Valley Forge (including sightseeing stopovers in New York or Washington). The BSA and the American Association of Dining Car Officers planned special dinner menus. Table-service prices were \$1.25 for breakfast, \$1.75 for lunch, and \$2 for dinner, and most roads served an identical menu cafeteria style at \$1, \$1.45, and \$1.75, respectively. Baggage was transported to the campsite from Norristown (PRR) and Perkiomen Junction (RDG) for free.

Baggagemen accompanied each PRR special and rode trucks from Norristown to Valley Forge to ensure the baggage was handled correctly.

The planning for 126 special train movements to and from the Valley Forge area in 1957 was in the hands of Elmer F. Schrupf, PRR's Director of Special Movements, who was the liaison between Scout executives and the railroads. Assisting him were Reading's General Manager A. N. Jewell and General Passenger Agent, Philadelphia, S. R. Spencer. Preparations included checking clearance diagrams for Western cars, which seldom ran into the East. To expedite communications, Schrupf had an office in the headquarters tent at the encampment.

While most of the Jamboree operations centered on passengers, the railroads also made several special freight moves. The Reading transported 23 carloads of rustic wood to Spring Mount (12 miles north of Perkiomen Junction), where it was made into outdoor shower facilities, benches, and tables for the camp. Pennsy delivered 10 cars of food to the William Montgomery Co. warehouse, along the Trenton Cutoff at nearby King of Prussia. PRR interchanged 15 boxcars loaded with new refrigerators from St. Louis to the Reading at Harrisburg for delivery to the encampment. PRR also delivered 23 cars of charcoal to Betzwood for use as cooking fuel and brought in a boxcar of tenting equipment from Indiana.

Together, the Pennsy and Reading moved 35,000 Scouts to and from the Jamboree, making the project one of the largest peacetime rail movements in history. Bringing the Scouts to Valley Forge involved 63 special and 12 regularly scheduled trains. The remaining 17,000 Scouts arrived on 658 chartered buses, 12 airplanes, and numerous automobiles. Because summertime is traditionally peak travel season, the railroads were hard-pressed to provide enough equipment for the specials. Although the trains were scheduled to allow the boys a minimum of 10 full days at the campsite, most actually had 11; Tour Group 809 from Kansas spent the most time there, 12 days.

GG1's in the Schuylkill Valley

Although the two railroads operated about the same number of long-distance specials (PRR 27, RDG 26) to the 1957 Jamboree, the Pennsy actually transported significantly more Scouts than the Reading (22,500 vs. 12,500). This was because PRR ran longer trains and also brought in many boys on regularly scheduled trains via Paoli.

Reading Co. 1957 Jamboree specials: Arrivals

Tour No.	From	Destination	Psgrs.	Arr. time	Cars	Power
Tuesday, July 9						
903A&B	Philadelphia	Port Kennedy	535	7:00 am	16	RDG FP7's 900, 901
326	Philadelphia	Port Kennedy	400	9:00 am	8	RDG RS3(s) unknown
1108	Jersey City	Valley Forge	340	10:20 am	11	CNJ RS3 1555, GP7 1528
1105	Jersey City	Valley Forge	255	10:50 am	10	CNJ H24-66 2402
1104/624	Philadelphia	Valley Forge	444	11:55 am	13	RDG FP7's 900, 901
1103	Philadelphia	Valley Forge	429	12:20 pm	12	RDG H24-66 866
1208	Jersey City	Valley Forge	320	1:00 pm	12	CNJ H24-66 2404
1209	Jersey City	Valley Forge	375	2:35 pm	12	CNJ H24-66 2401
1106	Jersey City	Valley Forge	350	5:00 pm	10	CNJ RS3 1555, GP7 1528
Wednesday, July 10						
1002/721/704	Philadelphia	Valley Forge	561	6:50 am	15	RDG FP7's 900, 901
803	Jersey City	Port Kennedy	359	10:45 am	10	CNJ H24-66 2404
711/722	Jersey City	Valley Forge	530	11:15 am	15	B&O E8's 1433, (No. unknown)
708/713	Philadelphia	Valley Forge	520	12:15 pm	14	RDG FP7's 900, 901
709/720/719	Philadelphia	Valley Forge	585	12:50 pm	17	RDG RS3's 470, 473
805/809	Jersey City	Port Kennedy	548	3:00 pm	14	CNJ RS3 1555, GP7 1528
703/719	Jersey City	Valley Forge	631	3:35 pm	15	B&O E8's (Nos. unknown)
Thursday, July 11						
1211	Jersey City	Valley Forge	320	5:30 am	10	CNJ RS3 1701, GP7 1524
402	Philadelphia	Port Kennedy	375	6:00 am	11	RDG FP7's 900, 901
904	Philadelphia	Port Kennedy	576	7:00 am	14	RDG H24-66 866
420/1301	PRR, Harrisburg	Port Kennedy	550	9:50 am	14	RDG FP7's 904, 905
401	WM, Lurgan, Pa.	Port Kennedy	329	10:55 am	11	RDG H24-66 863
801	Jersey City	Port Kennedy	516	12:45 pm	14	CNJ RS3 1701, GP7 1524
706/712	WM, Lurgan, Pa.	Valley Forge	520	2:05 pm	15	RDG RS3's 470, 473
806	Jersey City	Port Kennedy	350	3:00 pm	9	CNJ H24-66 2401
1206/404	Philadelphia	Port Kennedy	498	4:00 pm	15	RDG FP7's 900, 901
807/808	Jersey City	Port Kennedy	313	4:55 pm	10	CNJ H24-66 2402

Notes: Table shows special-train arrangements as planned before the event; actual passenger counts, train lengths, and tour groupings varied slightly and are shown in the "Inbound Consists" table [page 29]. Trains from Philadelphia came off the B&O at Park Junction, Philadelphia, except train 326, which originated at Reading Terminal. CNJ coaches were returned to Jersey City with CNJ crews; some B&O coaches were held at Woodlane Yard for outbound moves. Trains from Jersey City were carded for 2 hours 30 minutes running time to Valley Forge; trains from Park Junction, Philadelphia, were carded for 55 minutes.

The Pennsy's arrangements for the specials were different from those it used in 1950. For '57, PRR cut back its specials to Norristown, where the Scouts transferred to chartered buses for the six-mile trip to Valley Forge. Also, while in 1950 PRR had cut off its electric locomotives in Philadelphia, its '57 Scout specials operated into Norristown behind GG1's, usually in pairs. It was very unusual to see the sleek motors making their way up winding the Schuylkill Valley Branch to Norristown, for the line normally was the domain only of owl-faced commuter M.U. cars and freight trains. Diesel switchers assisted with the run-around moves at Norristown.

The PRR had a large passenger-car fleet, of course, so the equipment on its specials offered less variety than those on the Reading, which featured many foreign-line cars. However, several PRR Jamboree trains did have New Haven cars in their consists. Because Pennsy connected with so many other major passenger-carrying roads, it won the lion's share of Scout movements from the Southeast, Midwest, New York state, and New England (three long

trains carrying some 3,000 Scouts).

To accommodate the throngs of Scouts, PRR renovated its Norristown station, adding lighting, signage, and restroom facilities. It also placed an office car on a siding at the station for use by Trainmasters George C. Vaughn and John E. Buckwalter. A second car provided sleeping quarters for other employees who supported the round-the-clock operation.

Despite the fact that PRR was terminating its inbound specials at Norristown, it did run—from Betzwood as it had done in 1950—sightseeing shuttles to Suburban Station in Philadelphia. A total of 14 shuttles carried 9,000 riders during the encampment; PRR had improved Betzwood with new platforms and sanitary facilities. The shuttles utilized electric M.U. cars, which were pulled by Baldwin switchers west of the end of catenary at Norristown.

At the Jamboree's end, PRR moved two-thirds of its boys out on the first day, July 19, and the remainder over the next two days. It also carried, on three special trains headed to Quebec, 1,700 boys en route to the "Scout Jubilee" in England that summer.

Reading Co. 1957 Jamboree specials: Inbound consists

Tour No.	Origin	Psgs.	Equipment
326	Reading Terminal, Phila.	400	8 RDG washroom-equipped coaches
706	Rockford, Ill.	435	1 C&NW, 2 CB&Q baggage; 11 B&O coaches; 1 B&O diner
712	Waukesha, Wis.	85	
420	Marion, Mansfield, Wooster, and Canton, Ohio	280	1 CP, 2 PRR baggage; 5 CP, 6 PRR coaches (Trains combined at Harrisburg)
1301	Toronto, Ont.	270	1 MILW, 2 B&O baggage; 11 B&O coaches
708	Chicago, Ill.	400	
713	Wisconsin	120	2 CB&Q baggage; 1 B&O, 7 CB&Q coaches
806	Omaha, Nebr.	350	
808	Mason City, Iowa	56	2 ATSF baggage; 4 B&O, 10 ATSF coaches
903A&B	Texas	595	
1206	San Mateo, Calif.	368	1 B&O, 2 ATSF baggage; 4 B&O, 8 ATSF coaches
404	Kentucky	130	
805	Wichita and Hutchinson, Kans., and Kansas City	460	1 B&O, 2 ATSF baggage; 4 B&O, 10 ATSF coaches
809	Jayhawk, Kans.	88	
803	Kansas City, Mo.	209	2 MP baggage; 8 MP coaches
	Joplin, Mo.	55	
	St. Joseph, Mo.	95	
1002	Minn., N.Dak.	400	1 ATSF, 2 CB&Q baggage; 3 B&O, 8 CB&Q coaches
721	Lincoln, Nebr.	100	
704	Hammond, Ind.	61	
904	El Paso, Midland, Abilene, East Texas	576	1 T&P baggage-dorm; 2 T&P baggage; 11 T&P coaches
709	West suburban Chicago	445	4 B&O baggage; 13 B&O coaches (Tour 719 baggage car only)
720	Springfield, Ill.	140	
719	Hoosier, Ind.	0	
1211	Provo, Utah, and Denver, Colo.	320	2 DRGW baggage; 8 CB&Q coaches
1104	Klamath Falls, Eugene, and Salem, Ore.	400	2 SP baggage; 1 FEC coach; 10 Pullman sleepers
624	West Palm Beach, Fla.	44	
807	Tall Corn Council, Iowa	257	1 CB&Q, 1 RI baggage; 5 Pullman sleepers; 2 B&O coaches; 1 B&O diner
809	Jayhawk, Kans.	56	
1208	Golden Empire Council, Calif.	320	2 SP baggage; 10 Pullman sleepers
703	Michigan	500	1 NYC, 1 B&O baggage; 12 B&O coaches; 1 B&O diner
719	Hoosier Hills, Ind.	131	
401	Cincinnati and Chillicothe, Ohio	329	2 B&O baggage; 7 B&O coaches; 2 B&O diners
711	Wisconsin	460	1 MILW, 2 C&NW baggage; 1 CNJ, 11 B&O coaches
722	Upper Michigan	70	
1103	Portland, Ore.	429	2 UP baggage; 10 Pullman sleepers
402	Dayton, Ohio	375	2 C&O baggage; 8 C&O coaches
1108	Montana Council	340	1 GN, 1 NP baggage; 9 Pullman sleepers
1105	Oregon-Idaho	255	2 UP baggage; 8 Pullman sleepers
801	Colorado	516	3 CB&Q baggage; 11 CB&Q coaches
1209	Phoenix and Flagstaff, Ariz.	335	2 ATSF baggage; 10 B&O coaches
1106	Idaho Falls, Idaho	350	2 UP baggage; 8 UP coaches

Notes: Tours 805, 903A&B, and 1206 needed locomotives with steam generators in order to operate car air-conditioning equipment. 28 sleeping cars were to be returned to B&O at 24th Street, Philadelphia; 20 sleeping cars were to be returned to PRR at Belmont, Philadelphia. Tour train number assignments: 300's, Pennsylvania; 400's, Ohio/Kentucky; 500's, New England (all handled by PRR); 600's, Southeast; 700's, Great Lakes; 800's, mid-Midwest; 900's, Texas; 1000's, Minnesota and North Dakota; 1100's, Pacific Northwest; 1200's, California, Utah, Nevada, and Arizona; 1300's, Canada.

Direct service on the Reading

The Reading Company in 1957 used the same two stations at the edge of the state park, Valley Forge and Port Kennedy, to detrain and load Boy Scouts that it had used in 1950. To smooth operations, long-distance trains varied their termination points between Valley Forge and Port Kennedy, with the majority using Valley Forge. Virtually every Reading employee played a part in making "Operation Jamboree" a success. The road improved both stations with 1,500-foot wooden platforms and

new lighting, plus new stairways at Port Kennedy.

Because many Scout groups toured New York or Washington en route to Valley Forge, most specials on the Reading arrived from the east. After the Scouts detrained, the trains continued to Perkiomen Junction, 1.2 miles west of Valley Forge, to be turned on a wye to head back to Woodlane Yard, 11 miles east on the freight-only main line along the south bank of the Schuylkill River, for storage. Baggage cars were set out, unloaded, and stored at Perkio-

men Junction. To facilitate the transfer of baggage, 1,500 feet of roadway was resurfaced. At the conclusion of the Jamboree, the cars were reloaded at the junction. The three trains that arrived from the west, two from Lurgan, Pa., and one from Harrisburg, set off baggage cars at Perkiomen Junction before detraining their Scouts at Valley Forge.

In addition to personal baggage, sleeping bags, and bedrolls, the baggage cars moved some of the large tents used by the Scouts. Trucks transferred the baggage to Valley Forge State Park. The Perkiomen Branch to Allentown via Emmaus Junction diverged from the main line at this point, and a small yard inside the wye was used for storing the baggage cars. Railroad employees assigned to Perkiomen Junction for the event consisted of one locomotive electrician, one locomotive machinist, three car electricians, four passenger-car repairmen, and three car inspectors. After the baggage was unloaded, the trains deadheaded east to Woodlane Yard. The locomotives were run around the trains for the move, but the consists were not turned.

Although the vast majority of local power used for the 1950 Jamboree trains had been steam, seven years later the operation was all-diesel. The greater interchangeability of diesels helped to smooth operations in '57, as foreign-railroad locomotives ran through on the Reading to the encampment. Half the 26 inbound trains had Central Railroad of New Jersey (12) or Baltimore & Ohio (1) power; CNJ locomotives included Fairbanks-Morse Train Masters, Alco RS3's, and an EMD GP7; the B&O power was a pair of E8's.

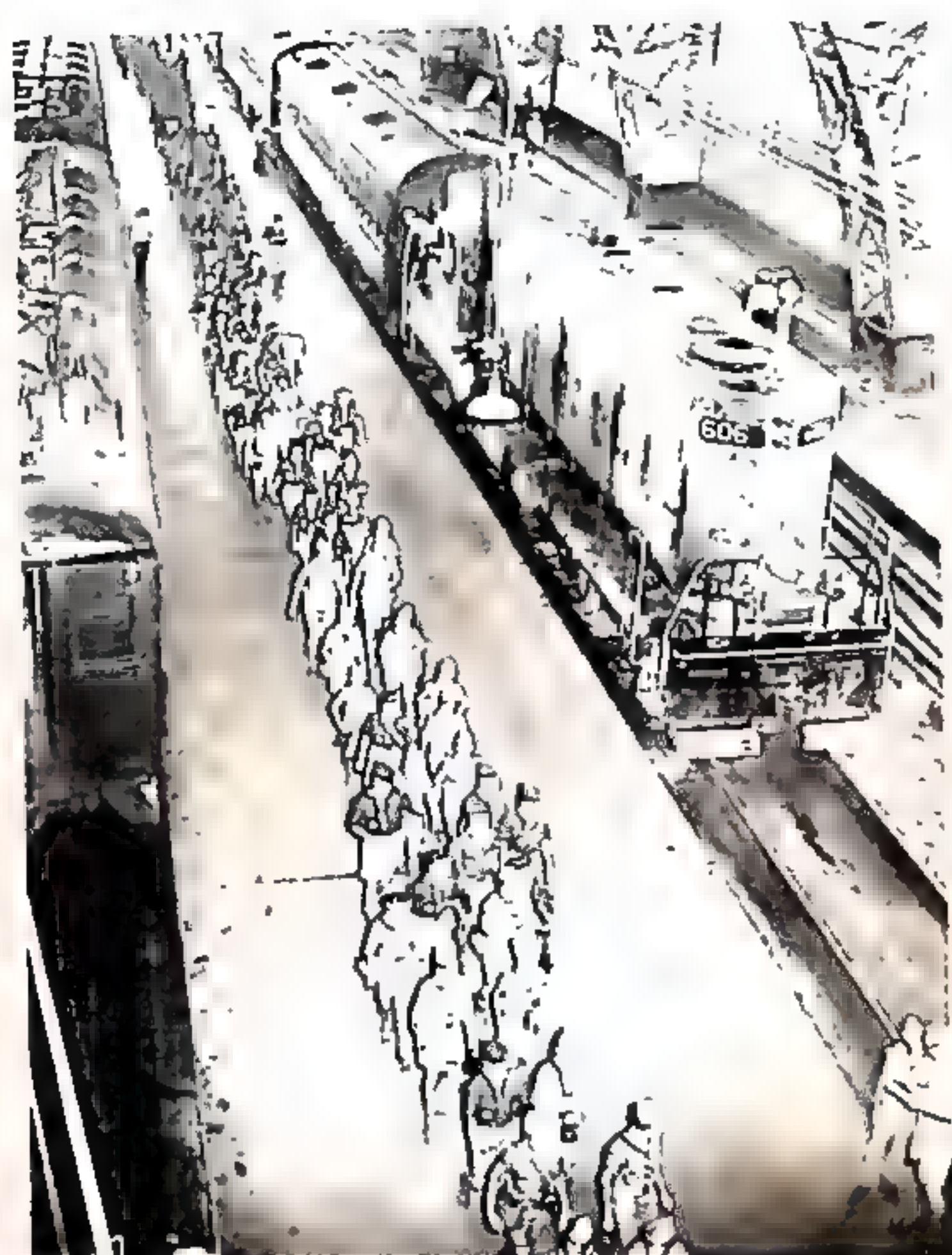
For servicing and storage of long-distance coaches, Reading added new facilities at Woodlane Yard, ordinarily used for staging loaded coal cars. (Abrams Yard, although much closer than Woodlane, had no space to spare.) The special arrangements included an emergency power car, auxiliary water tank, bunk car, storehouse cars for gasoline and oil, a commissary car, and 20 battery chargers on open tracks.

As the trains arrived during July 7-9, Reading assigned to Woodlane four car inspectors, four coach electricians, one locomotive electrician, and one machinist. During the six-day storage period, four car inspectors, three car electricians with three helpers, two passenger-car repairmen, one air-brake inspector, one pipefitter and a helper, and 20 coach cleaners were assigned there. The three electricians and their helpers were assigned as pairs, one for each track. During the July 19-21 outbound



Railroad Museum of Pennsylvania collection

Several Scouts crouch in a photo line to record a Reading GP7 rolling into Port Kennedy station with a Philadelphia-bound sightseeing train.



Reading Co.



Reading Co.

Under Reading Terminal's trainshed (above), Scouts file past their GP7-powered train toward the concourse, where a banner greets them.

Shuttling to Philadelphia

During the 1957 Jamboree, the Reading's shuttle trains to Philadelphia for sightseeing day trips carried nearly twice as many boys as they did in 1950. Over six days, 32 specials ran during the non-peak period between commuter rush hours. Walking tours originated from Reading Terminal, just a few blocks from Independence Hall.

The shuttles, powered by two diesel road-switchers—one at each end to facilitate reversing from stub-end Reading Terminal—and each carrying about 1,400 boys, ran alternately to and from Port Kennedy and Valley Forge. Three sets of 15 suburban coaches were utilized; for the duration, the pairs of locomotives employed were EMD GP7's 604/606 plus Alco RS3's 447/449, 450/470, and 473/492.

Each morning, two trains deadheaded from Philadelphia and one from Reading. On Friday, July 12, the railroad operated four round trips, then six on Saturday. No shuttles ran on Sunday the 14th. Monday through Wednesday saw six round-trips a day, then four on Thursday the 18th.

Tickets were not collected on the shuttles, but conductors were to take a passenger count for later fare-collection purposes. All toilet room doors were to be locked, opened by the conductor only in case of emergency. On the days that four shuttles ran, trains to Philadelphia were designated S-2, S-4, S-6, and S-8, and their origin points alternated. Train S-2 left Port Kennedy at 8:05 a.m., S-4 left Valley Forge at 8:35, S-4 Port Kennedy at 9, and S-8 Valley Forge at 10:10. Trains were allowed 40 minutes to reach Reading Terminal. The first consist deadheaded back, leaving Reading Terminal at 8:55 a.m. to come back as train S-8.

Return trains were designated S-15, S-17, S-19, and S-21. Train S-15 left Reading Terminal at 12:30 p.m., S-17 at 12:50, S-19 at 1:10, and S-21 at 2:35. S-15 deadheaded back to the Terminal as train S-16 to become S-21. In a real tribute to the Reading and its people, all the shuttles operated on time. In all, Reading handled 44,800 Scouts on the sightseeing specials.—Dale W. Woodland



Boy Scouts of America

Having just detrained from the PRR special at left, Scouts line up on the high-level platform at DeKalb Street, Norristown, before heading

to buses for the 6-mile trip to Valley Forge State Park. At right in the photo, a train stands in the Reading's own DeKalb Street station.

movements, the company assigned four car inspectors, one machinist, and one electrician. At the end of the Jamboree, some outbound coaches and diners were deadheaded from B&O's station in Philadelphia to Woodlane, where they were switched into various trains.

Special arrangements for visitors

Again as in 1950, the Reading arranged, during July 5-20, 1957, for special stops at Port Kennedy by the dozen daily regularly scheduled Philadelphia-Reading trains, and added coaches to them accordingly. The station was just 100 yards from an intra-camp bus stop, affording convenient transportation for the thousands of visitors. In one instance, to facilitate a visit to the camp for 125 members of the Hamburg (Pa.) Boy Scout Troop and Cub Scout Pack, the railroad added two extra wash-room-equipped coaches to train 6. The return trip was handled differently, though—one coach was added to train 9 to accommodate 60 persons, and one to train 11 for the remaining 65.

To facilitate its operations, the Reading installed a huge communication network in the area, including radio base transmitters at Port Kennedy and Valley Forge stations, walkie-talkies, electric megaphones, and extra tele-

phones. All linked the road's 10 key installations in the Valley Forge area with headquarters in Philadelphia and other system points.

While all but three of the Reading's inbound specials had arrived from the east, that wasn't the case with the outbound moves. Eleven of the 26 outbounds departed Valley Forge to the west. All outbounds, regardless of direction, left behind RDG locomotives, and, except on three trains to Jersey City, the units were removed before the trains left Reading rails. Eight trains bound for interchange with Western Maryland at Lurgan got WM power at Rutherford Yard in Harrisburg, and WM forwarded the trains to the B&O at Cherry Run. Tour 420/1301's Reading FP7's 900 and 901 were cut off at the Pennsylvania Railroad station in Harrisburg, where PRR diesels took over for the journey west. The two trains bound for the Lehigh Valley at Allentown exchanged Reading power for LV at East Penn Junction in Allentown.

As in 1950, the railroads earned praise for their cooperation and timely handling of the specials. The only complaints came from some of the Western tours whose trains' air-conditioning systems experienced problems, mostly on the eastbound runs.

1964 Jamboree:

The railroad era had passed

Despite such success, the 1957 Jamboree would be the last hurrah of the railroads' movement of Boy Scouts to these encampments. The final Jamboree at Valley Forge was held July 15-23, 1964, and, as in 1957, about 52,000 Scouts attended. However, in the intervening seven years, the railroads' role diminished dramatically. Relatively few Scouts traveled by rail, and no special trains ran to Valley Forge or Norristown, nor were there any sightseeing shuttles to Philadelphia.

Completion of Interstate highways across the country and of the Northeast Extension of the Pennsylvania Turnpike enabled fast, comfortable travel on chartered buses. The nationwide decline of passenger rail service was in full swing, so by 1964 many railroads no longer operated regular passenger trains, and there were considerably fewer passenger cars and route options available to Scout executives as they made Jamboree transportation plans.

Local factors also played a role. The B&O had ended its passenger service through Philadelphia in 1958. PRR had single-tracked and de-electrified the Schuylkill Valley Branch after discontinuing its Norristown commuter ser-

vice in 1960. In 1962, as a result of losing Railway Express and Post Office business, the Reading replaced most of its locomotive-hauled passenger trains with Rail Diesel Cars. Because of these factors, neither road ran sightseeing shuttles to Philadelphia in '64. In fact, the only Jamboree rail activity was on the PRR, which delivered 100 boxcars of food to nearby King of Prussia and handled a few long-distance Scout specials into 30th Street Station in Philadelphia, from where the Scouts were bused to the encampment. The stations at Valley Forge, Port Kennedy, and Norristown sat idle during this Jamboree.

So long, Valley Forge

Today, Valley Forge continues to draw visitors to its rolling hills, but the park no longer hosts national Boy Scout Jamborees. The Scouts were invited back to the park in 1969 but chose to convene elsewhere, and such an invitation hasn't occurred since. Several factors led to this. After each encampment, the grounds required major rehabilitation to return them to pre-Jamboree condition. In 1971, a directive from the state park commission's parent organization made it clear that Valley Forge no longer would be considered as a site for Boy Scout Jamborees.

Valley Forge State Park became part of the U.S. National Park system on July 4, 1976, and a study done in 1979 reported that, more than any other post-Revolutionary War activity, the Boy Scout Jamborees there had had the greatest impact on subsurface artifacts. The Scouts actually had created their own artifacts, which would have to be differentiated from earlier ones in all subsequent research. A test pit was dug because a sensing device had been attracted by the presence of Boy Scout tent pegs. Further research revealed that the boys had pitched their tent directly on the fill of a genuine hut hole, which might have been truly inspiring to them had they known it. Meanwhile, the Scouts have continued to hold National Jamborees in places such Fort A. P. Hill, Va., where the 2001 encampment took place.

The Valley Forge area railroad scene has also drastically changed, of course. The station buildings still stand at Port Kennedy and Valley Forge, but no passenger trains pass by, let alone stop. The Southeastern Pennsylvania Transportation Authority (SEPTA) took over

Reading Co. 1957 Jamboree specials: Departures

Tour No.	Origin	Destination	Psgs.	Dep. time	Cars	Power
Friday, July 19						
1106	Valley Forge	B&O, Philadelphia	350	5:40 am	10	RDG H24-66 864
1108	Valley Forge	B&O, Philadelphia	340	6:20 am	11	RDG H24-66 863
1103	Valley Forge	Jersey City	397	6:40 am	12	RDG RS3's 470, 473
1104	Valley Forge	Jersey City	400	7:10 am	12	RDG FP7's 900, 901
903A&B	Port Kennedy	LV, Allentown	595	7:35 am	16	RDG H24-66 862
1105	Valley Forge	B&O, Philadelphia	255	8:00 am	10	RDG RS3's 469, 472
1208/624/712	Valley Forge	B&O, Philadelphia	449	8:40 am	15	RDG H24-66 866
326	Port Kennedy	Reading Terminal, Phila.	400	9:35 am	8	RDG H24-66 867
1211	Valley Forge	B&O, Philadelphia	320	11:50 am	10	RDG H24-66 864
1206	Valley Forge	Jersey City	368	2:50 pm	10	RDG RS3's 469, 472
1209	Valley Forge	WM, Lurgan, Pa.	375	3:00 pm	12	RDG H24-66 863
Saturday, July 20						
401	Port Kennedy	B&O, Philadelphia	329	6:40 am	10	RDG RS3's 470, 473
803	Port Kennedy	WM, Lurgan, Pa.	359	7:25 am	12	RDG H24-66 862
1002	Valley Forge	WM, Lurgan, Pa.	400	8:00 am	13	RDG H24-66 866
805/404/704	Port Kennedy	B&O, Philadelphia	600	Noon	17	RDG FP7's 900, 901
711/719	Valley Forge	B&O, Philadelphia	591	12:45 pm	18	RDG RS3's 470, 473
709/720	Valley Forge	WM, Lurgan, Pa.	585	1:00 pm	18	RDG RS3's 469, 472
708/713	Valley Forge	WM, Lurgan, Pa.	500	1:30 pm	14	RDG H24-66 867
703	Valley Forge	WM, Lurgan, Pa.	500	2:30 pm	14	RDG H24-66 864
402	Port Kennedy	WM, Lurgan, Pa.	375	7:35 pm	10	RDG RS3's 467, 468
420/1301	Port Kennedy	PRR, Harrisburg	526	7:55 pm	14	RDG FP7's 900, 901
Sunday, July 21						
904	Port Kennedy	LV, Allentown	576	6:20 am	14	RDG RS3's 470, 473
801	Port Kennedy	B&O, Philadelphia	516	7:35 am	14	RDG FP7's 900, 901
806/808	Port Kennedy	B&O, Philadelphia	450	12:01 pm	10	RDG FP7's 900, 901
706	Valley Forge	B&O, Philadelphia	520	12:40 pm	12	RDG RS3's 469, 472
807/809	Port Kennedy	WM, Lurgan, Pa.	513	1:25 pm	12	RDG FP7's 904, 905

Notes: Tour 722 (70 passengers) departed Valley Forge 6:48 a.m. July 20 in one extra coach added to regularly scheduled train 1090 to Reading Terminal. Tour 721 (100 passengers) departed Valley Forge 11:27 a.m. July 20 in two extra coaches added to regularly scheduled trains 6 to Philadelphia and 1612 to Jersey City. RDG power to the B&O at 24th Street in Philadelphia made a quick turnaround, permitting use on a second train the same day. The B&O delivered 70 coaches, 5 dorm sleepers, and 6 dining cars to Woodlane for outbound movements on July 17. RDG power on trains to Lurgan was dropped at Rutherford where WM power was substituted. RDG power to Jersey City was to return light to Green Street enginehouse, Philadelphia.

the Reading and former PRR commuter services in 1974. The Port Kennedy station was renamed Valley Forge Park in the mid-1970's as part of the Bicentennial celebration. By this time, the National Park Service had constructed a new welcome center at the northeastern end of the park, not far from the renamed station, so it would more convenient for tourists to access the park from the former Port Kennedy station than Valley Forge. SEPTA, in fact, began an RDC shuttle between Philadelphia and Valley Forge in anticipation of tourists using it to travel between the two historic locations.

Five years later, though, in July 1981, SEPTA discontinued all passenger service beyond its electrified territory, and for the first time in more than 100 years, Valley Forge was without passenger service. By this time, the Reading and PRR tracks in the area had become part of Conrail, formed on April 1, 1976. Conrail reduced the four-track Reading main line to three tracks at Port Kennedy and two tracks at Valley Forge. Most of the PRR Schuylkill Valley Branch was torn up, having become

redundant since the two railroads in the river valley belonged to the same company. Norfolk Southern has operated the line through Valley Forge since the breakup of Conrail in 1999.

The old iron truss bridge that carried Pennsylvania Route 363 across the Schuylkill River was removed several years after a new four-lane bridge was built for U.S. Route 422 nearby. Philadelphia suburbs have sprawled up the Schuylkill valley, and as a result, commercial and residential development has pressed upon the boundaries of Valley Forge National Historical Park. At Betzwood, on the other side of the river, a recreational trail now follows the old PRR Schuylkill Valley Branch right of way, providing a biking and hiking path between Valley Forge and Philadelphia. The park itself now includes land on both sides of the river.

Despite all these changes, a generation of men, now in their 60's, can recall the hills and fields, the events, and the people they met at Valley Forge a half century ago, thanks to the railroads that took them there and back home again. ■

More on our Web site

See more photos from the 1957 Jamboree and read an account from a boy who traveled to it from Texas by train at www.classictrainsmag.com

Growing up with elevated

Youthful interest in an oddity on Chicago's North Side grew into a CTA career

By Lou Gerard

Photos by the author

Growing up on the far north side of Chicago, in the Rogers Park neighborhood, I lived from the 1950's through the 1970's a few doors west of the Chicago Transit Authority's four-track elevated main line. It provided a constant stream of green-and-cream 6000-series PCC-type cars, plus the older 4000-series heavy-weights. Thrown in, until 1963, were trains of the North Shore Line, either heavy interurban cars or streamlined *Electroliners*. I would spend countless hours watching all this activity down at the corner of Farwell (our street) and Glenwood avenues (which the "L" paralleled then, and still does).

What fascinated me the most, however, was a little-known operation that went on during the late-night and early-morning hours.

Five nights a week, as part of an agreement with the Milwaukee Road, CTA operated a freight train, for which it kept two steeple-cab electric locomotives. The Chicago, Milwaukee & St. Paul Railroad—which was called "the St. Paul" before "the Milwaukee Road" became its more common monicker—originally ran passenger and freight trains on a ground-level line from Chicago Union Station to north-suburban Evanston and Wilmette, Ill. (Those of you familiar with the Chicago Cubs' Wrigley Field might recall an odd triangular spacing off Clark Street along the stadium's third-base side—that was this line's right of way.)

When the North Western Elevated Railroad (NWERR) was extended in 1908 north from Wilson Avenue into Evanston, the CM&StP already had discontinued through passenger service on its Wilmette line but continued to run freight, on a track separate from the NWERR. When the line was elevated on an embankment and wooden trestles in 1920, North Western Elevated took over

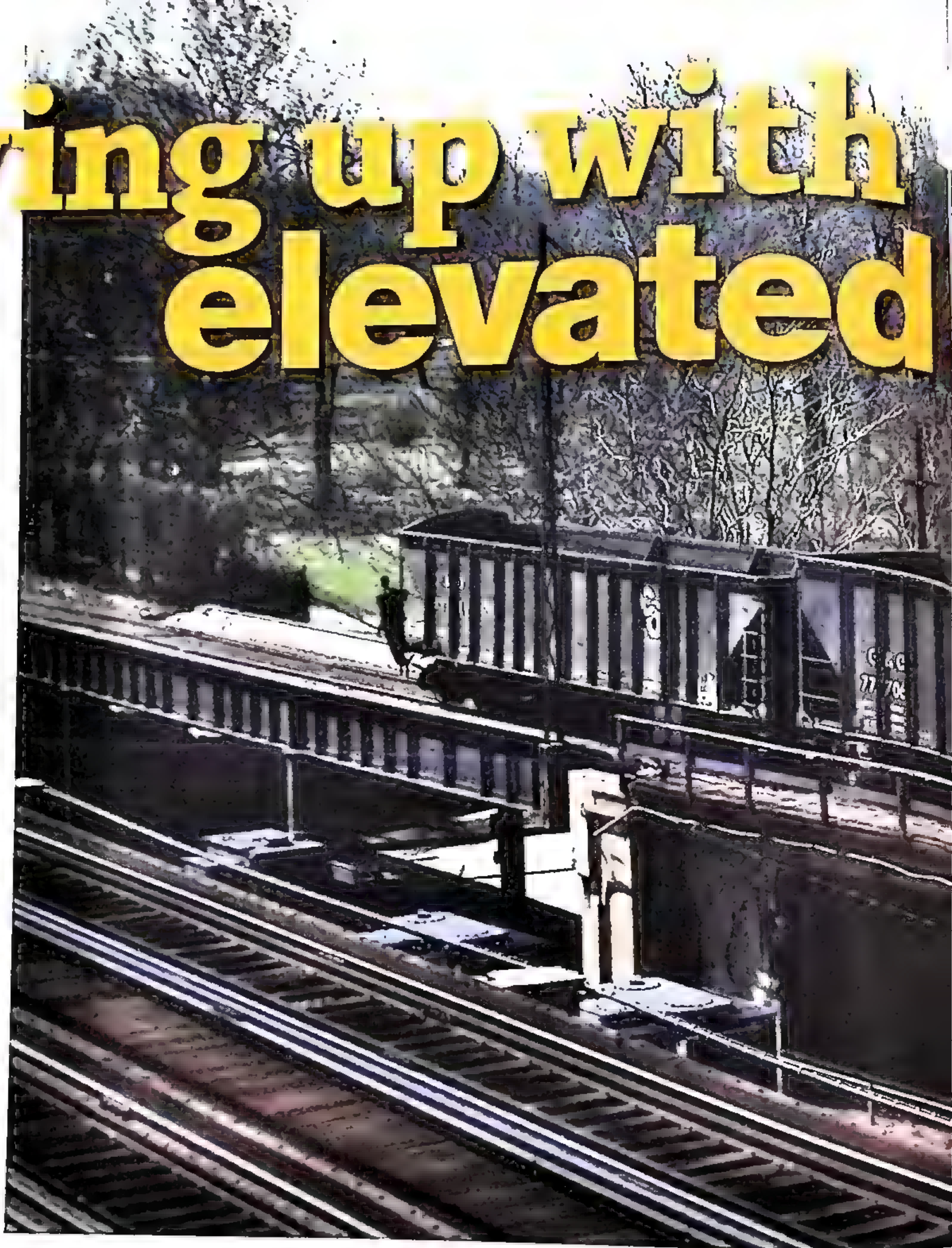
the freight operation, acting as an agent of the St. Paul. The NWERR, a.k.a. the "L," was never acknowledged as being a participant since it was not a common carrier.

As part of the elevation project, North Western Elevated in 1920 purchased two new 50-ton Baldwin-Westinghouse steeple-cab freight motors, Nos. S 104 and S 105. Each was equipped with a pantograph, a trolley pole, and four third-rail shoes. The motors handled work trains and the freight service, which served mainly coal yards, plus a lumber yard and a few warehouses and team tracks. Where the freights shared track with rapid-transit trains, gantlet rails were installed so freight cars would clear the high-level "L" platforms. The freight interchange point, called Buena Park, was located between the elevated structure and

Graceland Cemetery between Irving Park Road and Montrose Avenue, about six blocks north of Wrigley Field. A long ramp brought the freight track up to the mainline connection between Wilson and Lawrence avenues.

The Chicago Rapid Transit Co. continued the freight service when it succeeded the NWERR as "L" operator in 1924. When the Chicago Transit Authority took over in 1947, the freight agreement continued, as it did after the CTA purchased the right of way from the Milwaukee Road in 1953.

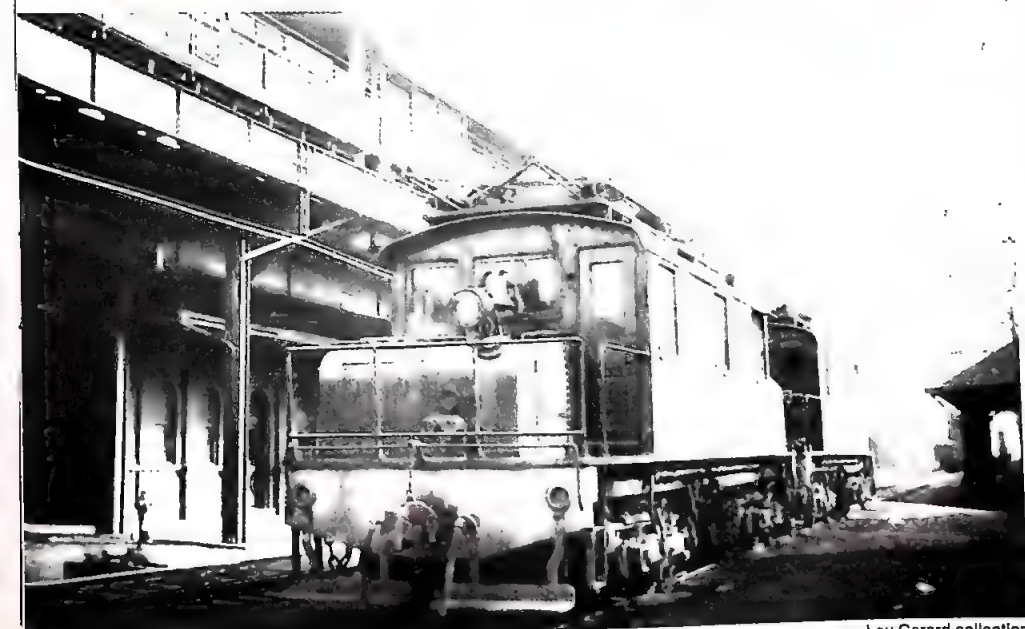
An interesting note is that the two steeple-cabs found a bit of other work, too. During World War II, the North Shore Line was so deluged with freight traffic that it would borrow the two motors during the day and return them at night so they could work their normal assignment.



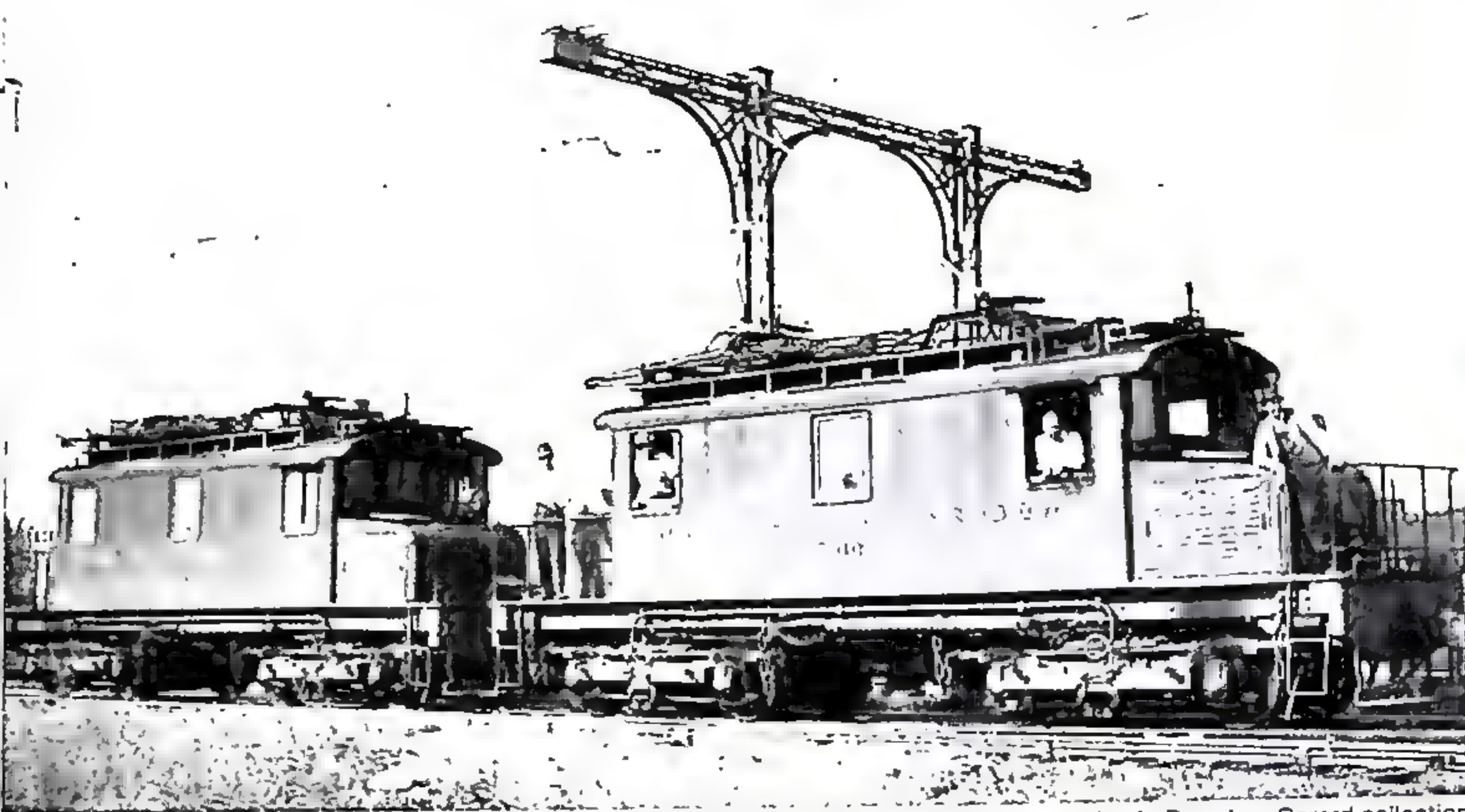
freight



CTA motor S-104 (above) eases down the ramp at Montrose Avenue from the elevated structure to ground level in April 1973 to deliver two empty C&O hoppers from the Lill coal yard to the Milwaukee Road. The "wooded area" in the background is the city's historic Graceland Cemetery. The old CM&StP station at Buena Park is to the right of the "L's" two steeple-cabs in this 1940's photo (left), while the old "L" Buena Park station, which served as the yard office for the unremarked freight operation, is visible at left under the elevated structure.



Lou Gerard collection



Joe L. Diaz; Lou Gerard collection

The "L" also handled interchange traffic for the Milwaukee and the North Shore between Buena Park and a siding along the CNS&M between Kostner and Crawford avenues in Skokie. This traffic dried up in the 1940's.

The first time I saw the freight, I was about 6 years old, out with my parents on a summer evening watching a parade on Morse Avenue. Suddenly, what appeared to be a yellow "L" car pulling a couple of freight cars passed the Morse "L" station! I looked at my dad, who was a railroader on the Soo Line as well as a model railroader, and asked, "What was that?" Dad then tried to explain to me all about the CTA's nightly freight train and the electric engines that pulled it. Whatever he told me, he made his point, because it became my all-time favorite CTA operation.

A summer evening ritual of my parents and grandparents in the late 1950's and early 1960's was to sit at the outdoor tables of Kerr's Restaurant on Morse Avenue, about a half block west of the "L" tracks, and watch the activity on the street while talking with neighbors and enjoying a snack. I would ride my bike back and forth but usually ended up at the corner of Morse and Glenwood, watching "L" and North Shore trains while eating an order of fries from Kerr's or a Nutty Buddy ice-cream cone from Goldenson's drug store (still in business at the same location today).

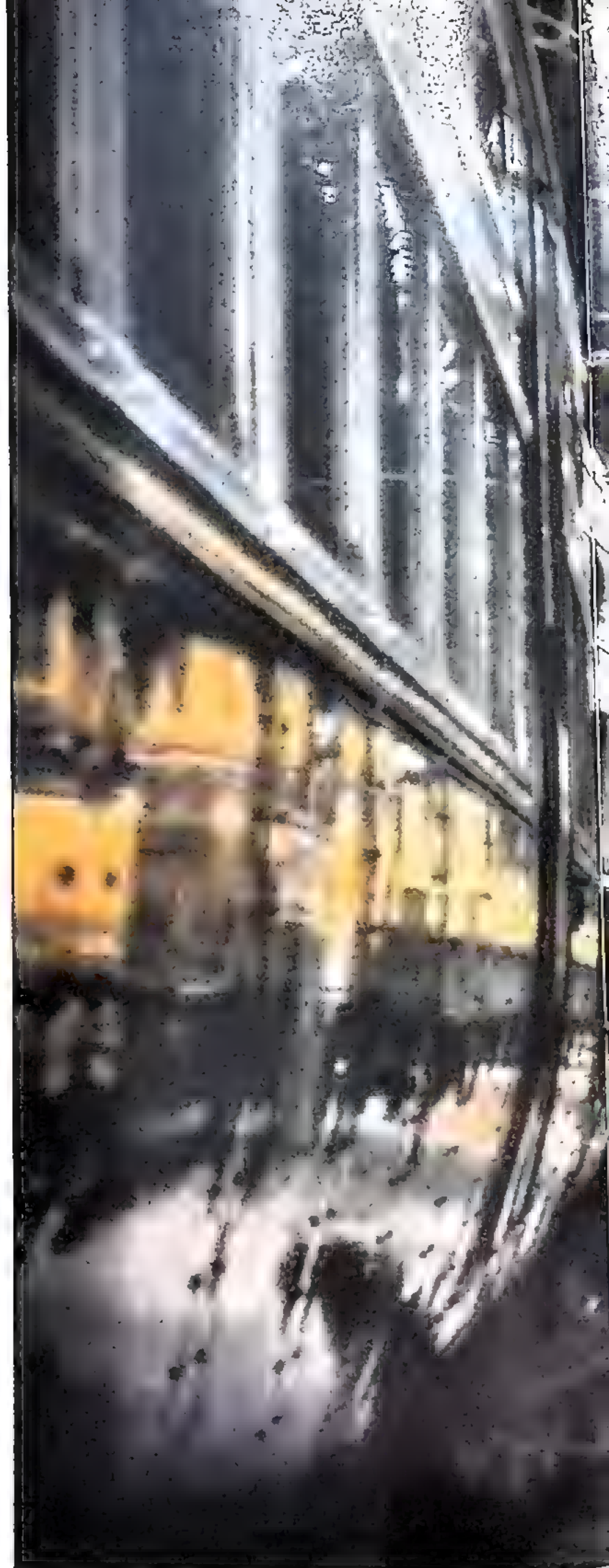
The big event for me came at about 9:30 when a southbound *Electroliner* would come by, followed about 5 minutes later by one of the steeple-cabs, sometimes pulling one or two boxcars from the Hines lumber yard at Howard Street. The outer west track, designated Track 1, had no third rail, only overhead catenary, and so was used by the freight and also by North Shore trains. This gave me a good view of the action.

During World War II (and before their numbers were "hyphenated") the motors worked days for the North Shore, whose crew posed them on May 28, 1942, at Oakton Street in Skokie.

As time went by, the motormen on both the *Electroliner* and the freight would see me and give me a whistle salute. In addition to that, I will never forget the zinging sound the trolley wire made as the engine's trolley-pole wheel arced along it. Later on, at night while lying in bed with the windows open, I could hear the steeple-cab go by, heading back to Howard Street . . . with its bell ringing from its own vibration!

Some years later my dad became friends with a fellow model railroader named Bob Janz, who it turns out was a motorman on the CTA. Moreover, he ended up picking the freight run! When Bob started running the freight, in 1963, my folks and I would still usually be out watching it go by, but now we were watching from Farwell, as Kerr's had been torn down to make way for a new Jewel food store. Bob would whistle the standard grade-crossing warning of two longs, a short, and a long, for what became known as the "Farwell Avenue grade crossing" even though the tracks were 20 feet above the street. I don't know what the neighbors thought, but I am not aware that anyone ever complained. On winter nights when we didn't go out, we would listen for his grade-crossing whistle.

Since Dad and Bob were both modelers, they would occasionally exchange equipment parts, sometimes by a unique method at Farwell. One occasion that stands out in my mind was when Dad needed a boiler for an HO steam locomotive he wanted to build. Bob had what Dad needed, so one evening Bob pulled up with the freight and stopped at Farwell, then threw down the well-wrapped boiler to Dad. After a brief conversation, Bob whistled off and headed south. No telling what the



CTA S-104 keeps company with passenger cars in the Wilson shop (above) in February 1973. The last freight customer on the line was the Lill coal yard (right), which hosted some hopper cars in this photo from the Berwyn Avenue "L" platform on April 21, 1973, nine days before the final freight run.

other crew members on the freight must have thought.

Also thanks to Bob, the engines acquired unofficial nicknames: S-104 became "Myrtle" and S-105 "Fred." It seems that the S-105 would start with a lurch, which reminded Bob of a fellow he'd worked with in the 1950's on the Chicago & North Western named Fred, who had a nervous twitch. Thus S-104 became "Myrtle," the name of Fred's





wife. Until the problem with S-105 was corrected, when only one engine was needed, S-104 was Bob's choice. During the winter months when traffic to the coal yards was heavy, he would have the two engines m.u.'ed in order to handle the longer consists.

In 1965 we moved to a third-floor apartment facing the tracks, so I was able to watch the "L" action pass during rainy and cold weather from the comfort of our living room. The building's furnace burned coal from the Lill Coal & Oil Co., the biggest recipient of CTA-delivered coal. The North Shore had been abandoned in January 1963 and the Hines lumber yard at Howard

The skies cried as S-104 passed the old North Shore Wilson Avenue platform on gantlet track after taking the last empty hoppers back to Buena Park on April 30, 1973.

Street had closed, so I no longer saw freight cars going north to Howard and Evanston. Track 1's overhead catenary was replaced by third-rail in 1964.

When I graduated from grade school in 1967, Bob took Dad and me for a ride on the freight as a "graduation present." Bob was no longer the regular freight motorman, but he didn't mind the chance to run one of "his babies" again. He just told the regular motorman to go sit down and relax on the

bench outside the old Buena Park stationhouse, which was used as the yard office. After we switched cars for a while, I was enjoying my seat opposite Bob when he got out of the motorman's seat and told me to come over and sit down. He then directed me on what to do to start the engine moving. I was operating the S-105! As if riding wasn't enough, getting to operate it was a dream come true.

A couple of the many things that stand out from that ride are the sounds and flashes inside the cab. All the electrical control gear was in the middle of the cab, and the locomotive had walkways along each side. The sounds of the contactors picking up and dropping out, and the corresponding flashes, plus the heat from the resistors and the vibrating of the two air compressors, was something I wasn't prepared for, but those sounds have really stuck with me from that memorable night.

In 1971, at age 18, I went to work for the CTA, thanks to Bob. I started as a car cleaner, as you had to be 21 to be a conductor or motorman. When I became a rapid-transit car repairman the next year, I was assigned to the Wilson Avenue shop, where the two freight motors were regularly inspected. Talk about good luck! Now I had the chance to actually work on the engines, and to run them in and out of the shop, thanks to the many friendly switchmen including Walter Lindberg, Bob Portzeba, Bruce Anderson, and George Lindsay. My boss, the late John Antonucci, knew I liked to work on the engines, and also the 4000-series cars, so he would assign me to fill in for men on vacation and as an extra man when the engines would come into the shop. My duties usually consisted of oiling the journals and motor armature bearings, plus anything else that needed to be lubed. I also had to inspect the trolley pole and pantograph and other roof equipment. The guys at the Wilson shop were always amused by my enthusiasm when I worked on the old equipment.

After years of trying, the CTA and the Milwaukee in 1973 were finally successful in abandoning the freight operation. They were down to serving only the Lill coal yard since most apartment buildings had switched to using natural gas or oil for heating. So on April 30, the CTA picked up eight loaded hopper cars from the Milwaukee and took them to the Lill yard near the Berwyn Avenue "L" station for the last time. What was unusual was that during the last month of freight operation, the train ran during daylight hours, usually right after



the morning rush. Since I always kept a camera at work, it was possible for me to photograph it when it passed by Wilson shop on the ramp track. The last run took place that same evening, shortly after the last southbound Evanston Express left Howard Street near the end of the rush hour. With engine S-104 doing the honors, the eight empties were shoved down to the Milwaukee interchange, ending 53 years of freight service on the "L."

The crew and riders along on that last trip included regular motorman Tony Grabski, conductor Ed Gratz, and switchmen Jim Zepp, Walter "Hotdog" Lindberg, and Ed Irwin, plus Bob Janz and me. As luck would have it, the last run took place during a drenching thunderstorm. The next day, the steeple-cabs were taken to Skokie Shop and given fresh yellow paint jobs. The S-104 then participated in the Central Electric Railfans' Association's 35th anniversary celebration over the Memorial Day weekend. The two motors were then kept for use at Skokie yard, for either snowplowing or handling the very occasional interchange of a freight car with the Chicago & North Western, either pulling a car of material in or

Bob Janz leans out of S-104's cab (above) on the Skokie Swift route's Oakton curve, one of the many photo stops on the April 16, 1978, "fan trip" for the faithful set up by CTA Executive Director George Krambles. This was the condition (right) in April 2006 of the privately owned S-104 in Michigan City, Ind.

taking a car of scrap material out.

Thanks to switchman Bruce Anderson, I got to run them a few times at Skokie on my occasional visits to pick up parts for Howard and Wilson shops. Much to my disappointment, the CTA decided to sell them in 1978, to Toledo Edison for use at a power plant. Before they left the property, however, CTA Executive Director George Krambles, a well-known railfan, arranged for the engines to be taken out on the Skokie Swift line—today CTA's Yellow Line that runs on a remnant of the North Shore Line—with a small group of the faithful, for a last run on a nice Sunday morning in April. Bob Janz came dressed for the occasion, in his bib overalls and striped hat to run the engines one last time. In a fitting finale, we were able to take them under the Skokie line's catenary, and also into Evanston on third-rail power, posing



them for photos along the way.

I saw them once in Toledo at the power plant. When Toledo Edison disposed of them, the S-104 was sold to a private individual in Michigan City, Ind., and S-105 wound up at the East Troy Trolley Museum in southeastern Wisconsin. I saw S-105 in 2001, buried in the back of a dark car barn, stripped of many parts and looking forlorn. It was sad to see it like that, but the experience rekindled many good memories. Perhaps S-105 will be restored, for it is an important piece of Chicago's rich traction heritage. ■

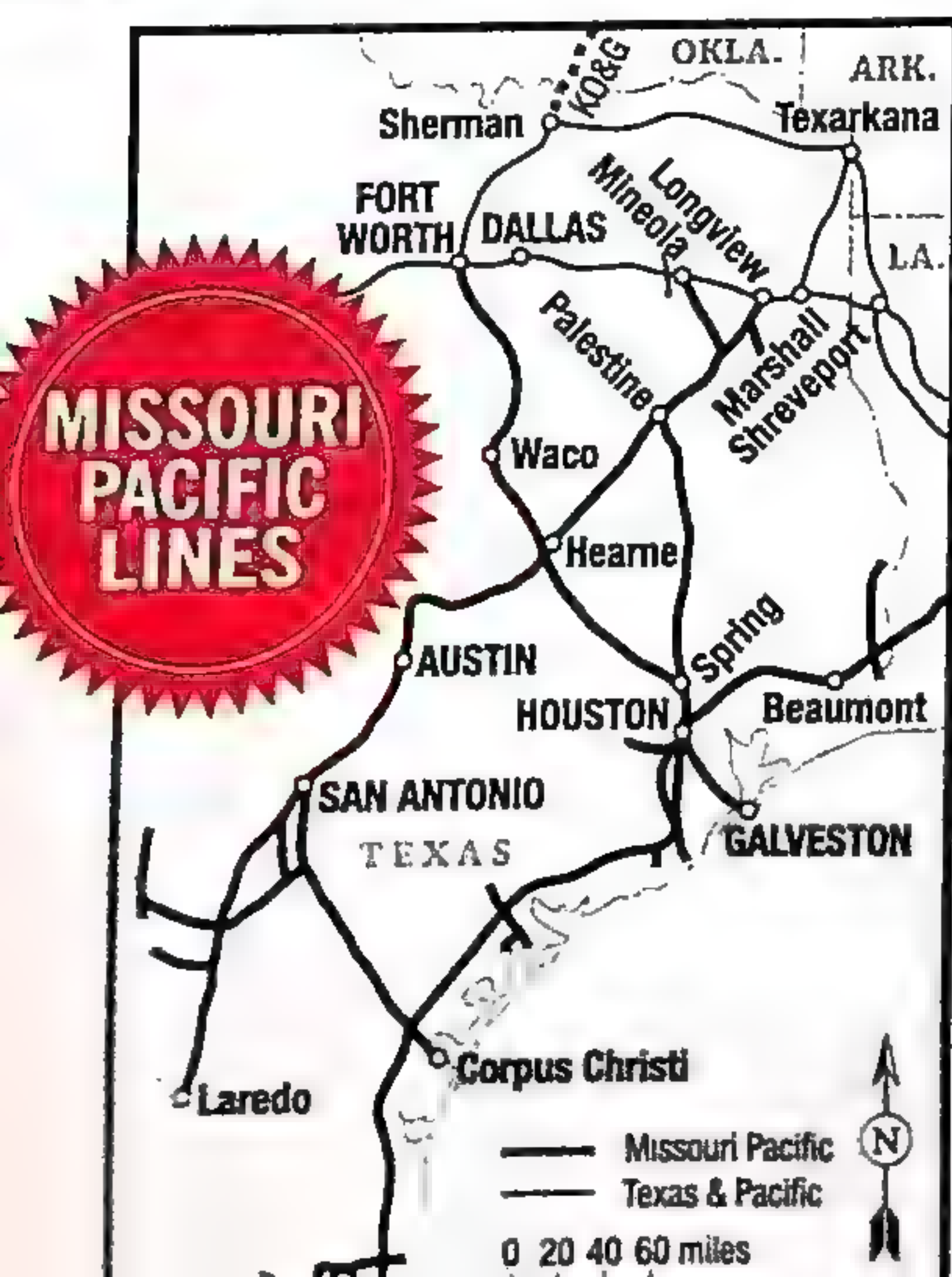
Ten-Wheelers you could count on

Missouri Pacific's former International & Great Northern class G's were long-lived, powerful, comfortable, and dependable

By Hugo Lackman



George Sisk, Louis A. Marre collection



In these days of "one-size-fits-all" American railroad motive power, I often think back to when locomotives had personalities, when a person who was even just casually interested in the subject could identify, by simply looking at a photo, what road owned the engine pictured.

A good example of motive power individuality would be the G-class Ten-Wheelers of the old International & Great Northern. I was familiar with this class, which had a long and varied life extending into the last days of steam on the railroad on which I spent most of my long engine-service career.

For those unfamiliar with Texas railroads, the I&GN was one of the state's pioneer lines. It was chartered in 1873 to consolidate the Houston & Great Northern, which linked Houston with Palestine, Texas, to the north, and the International Railroad, which ran

The engineer of rebuilt class G No. 381 reads his orders before departing Laredo on September 2, 1949. A short ride on this engine inspired author Lackman to go railroading.

that the I&GN would continue to Laredo as part of a route to Mexico City.

After a lease to the Katy, which then was in Jay Gould's empire, the I&GN regained independence, only to enter receivership . . . twice, in 1908 and again in 1914. It emerged, with a hyphen replacing the ampersand, as the International-Great Northern in 1922, and was purchased by the Gulf Coast Lines two years later. The GCL was a collection of roads between New Orleans and Brownsville, Texas, whose principal component and parent was the New Orleans, Texas & Mexico. The NOT&M purchased the I-GN in 1924, the same year both went into the Missouri Pacific family.

Worth south to Spring, Texas, north of Houston, and several branches. The main locomotive shop for the I&GN was in Palestine (Pal-uh-steen), the system's hub where three main routes converged. All these lines have been under the Union Pacific shield since the UP-MP merger of 1982.

Prior to 1903, I&GN motive power consisted mainly of small engines, 4-4-0's and 4-6-0's that were used in both passenger and freight service. At this time on many roads, the Ten-Wheeler was beginning to be supplanted by the Pacific because steel passenger cars were coming into use and freight trains were getting longer, necessitating more power. The 4-6-0 was already considered an obsolete type on the Santa Fe Railway, and within a few years 4-6-2's and 2-8-2's were appearing all over the country.

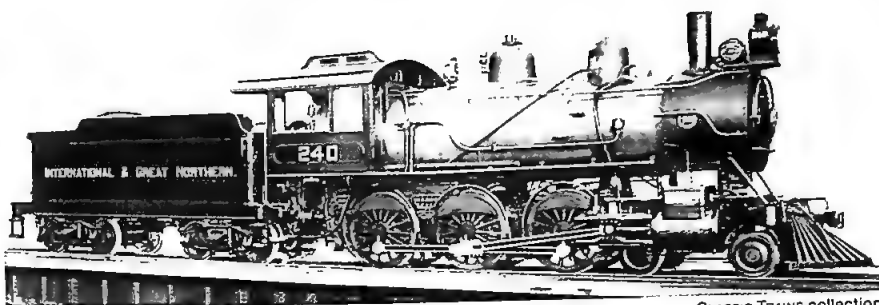
The I&GN, though, stayed with the Ten-Wheeler, and in 1903 ordered the first batch of what became the sizeable G class from the Rogers Works of Paterson, N.J., with the series beginning at No. 201. This very first class G was lettered for the Calvert, Waco & Brazos Valley, which I&GN was building at the time from Fort Worth to Spring.

The class G's dimensions were typical of the era. They had 63-inch driving wheels and 20x28-inch cylinders; some carried a boiler pressure of 200 psi, while others carried 190.

After the initial group from Rogers, the next batch came from Cooke Works, also of Paterson. Much early I&GN locomotive history is obscured, some of it because the road had the annoying habit of removing builder's plates, at random, from its engines. Baldwin built a third group of G's, and a final order came in 1908 from Brooks Works at Dunkirk, N.Y., bringing the total class G fleet to 51 engines (Rogers, Cooke, and Brooks all were components of the American Locomotive Co.)

Texas law required railroads in the state to be headquartered there; thanks to this local management, subsidiaries of the big systems serving the state retained some of their own identities. Missouri Pacific's principal Texas subsidiaries were the I-GN, Gulf Coast Lines, and Texas & Pacific. Each one had its own pay system, and I recall during one two-week period in 1942, I got separate paychecks from the I-GN, the Houston & Brazos Valley, the Sugarland Railway, and the Houston Belt & Terminal.

When MoPac acquired the Gulf Coast Lines and I-GN, it instituted a general renumbering of locomotives



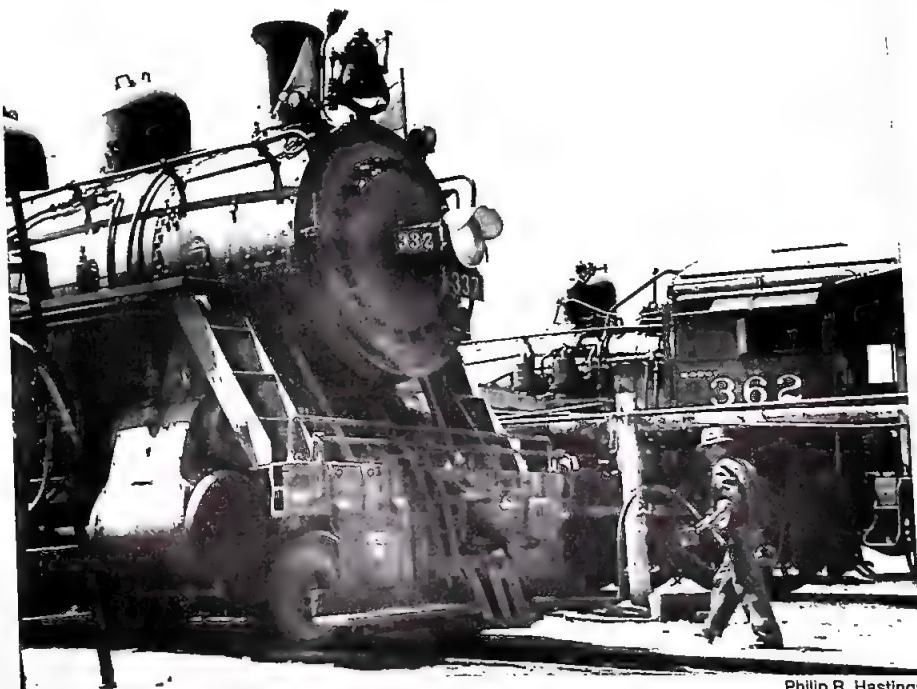
CLASSIC TRAINS collection

Sporting the high headlight, long pilot, slide valves, and clerestory-topped cab typical of the era, I&GN 240 (Baldwin construction No. 29682) stands for her builder's photo in 1906.



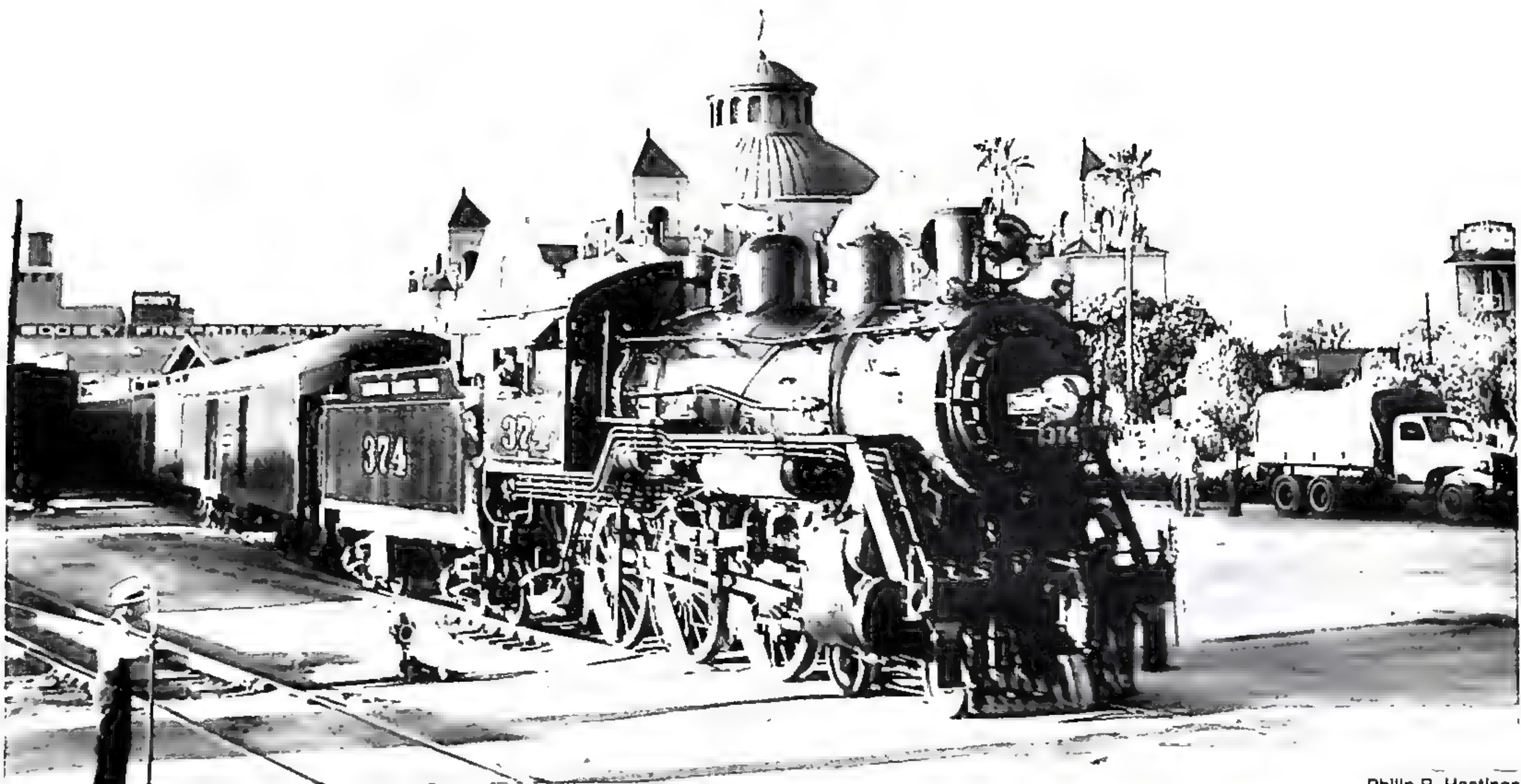
CLASSIC TRAINS collection

MoPac 373, from the first group of 14 class G's to be upgraded with Walschaerts valve gear, 67-inch drivers, and bigger cylinders, stands at an unknown location on a date lost to history.



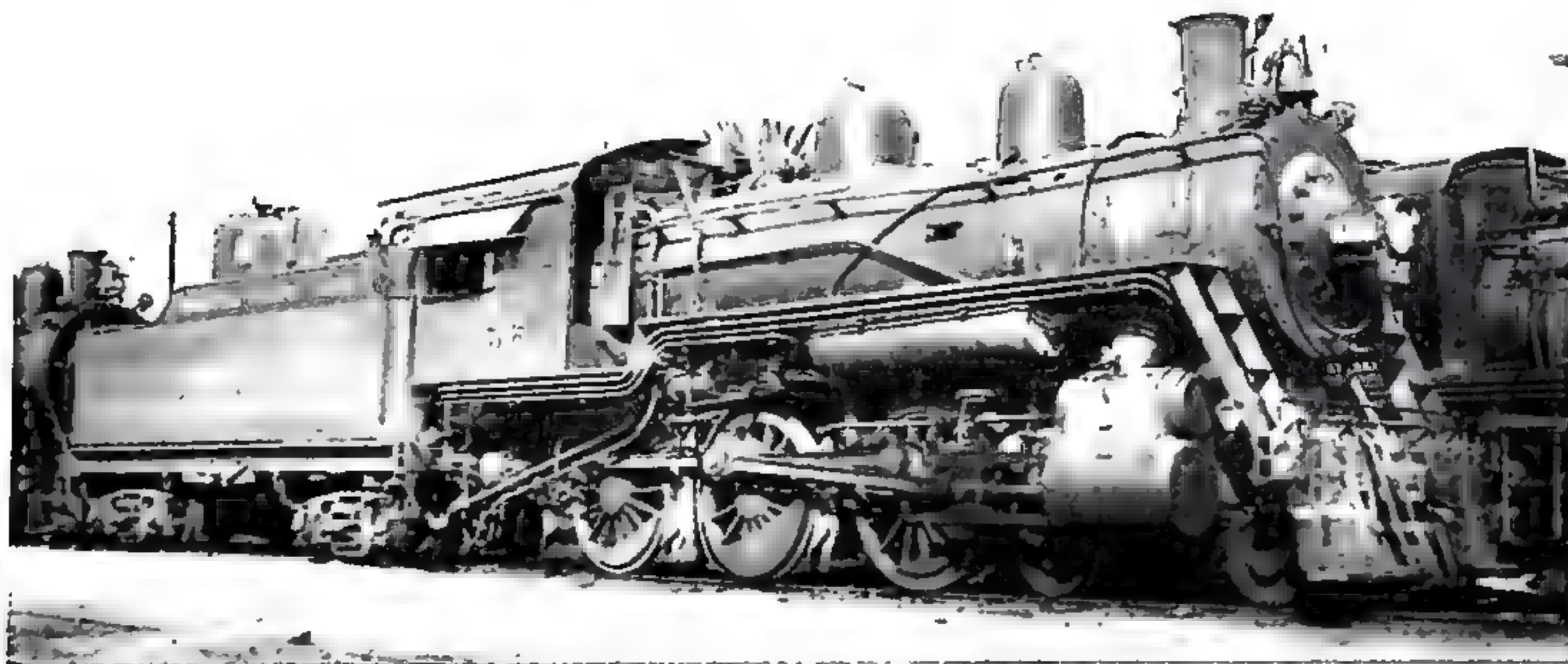
Philip R. Hastings

At Mission, just above the Mexican border 55 miles west of Brownsville, class G No. 337 simmers in the 100-degree heat on an August 1948 afternoon beside No. 362, an ex-NOT&M engine. The 337 was the Mission switcher, while 362 worked a local freight job to San Benito.



Philip R. Hastings

Bell swinging jauntily, No. 374 departs San Antonio with train 21, the Mexico City-bound *Sunshine Special*, in August 1948. The MP engine will take the train as far as Laredo.



C. W. Witbeck

Engine 356, originally numbered 247, suns herself at Kingsville, Texas, on June 2, 1948. Unlike many of her sister G's, she still carries her builder's plate, indentifying her as an Alco product.

owned by the subsidiaries, and I-GN's class G's had 109 added to their road numbers, making them Nos. 310-360.

At a date lost to history, but before the MoPac entered the picture, someone in the I&GN's motive power department decided that several of the G's would be rebuilt into slightly larger passenger engines, and 14 were given a complete rebuild in Palestine shops. All in the class already had been retrofitted with piston valves and superheaters, but they kept their Stephenson valve gear. The "new" engines had Walschaerts valve gear and were given new 67-inch drivers and 21x28-inch cylinders; boiler pressure remained at 200 psi. Under the MoPac, they carried numbers 371-384.

Several years after the first 14 were rebuilt, it was decided to do 3 more, and the 320, 333, and 339 were selected. They kept those numbers after the re-

build and were excellent engines. New 21x28-inch cylinders and 67-inch drivers again were fitted, but the boiler pressure was raised to 210 psi. Although this concluded the major rebuild program, over several years at least seven more G's were given a limited rebuild: 322, 342, 343, 347, 348, 350, and 351. They kept their 20x28-inch cylinders but got Walschaerts valve gear, and all but one (322) had 67-inch tires shrunk over their original 63-inch drivers. The 200-psi boiler pressure was retained. These were considered dual-service engines and could be found on just about any type of train: branchline and mainline locals, through freights, even passenger runs, especially second sections.

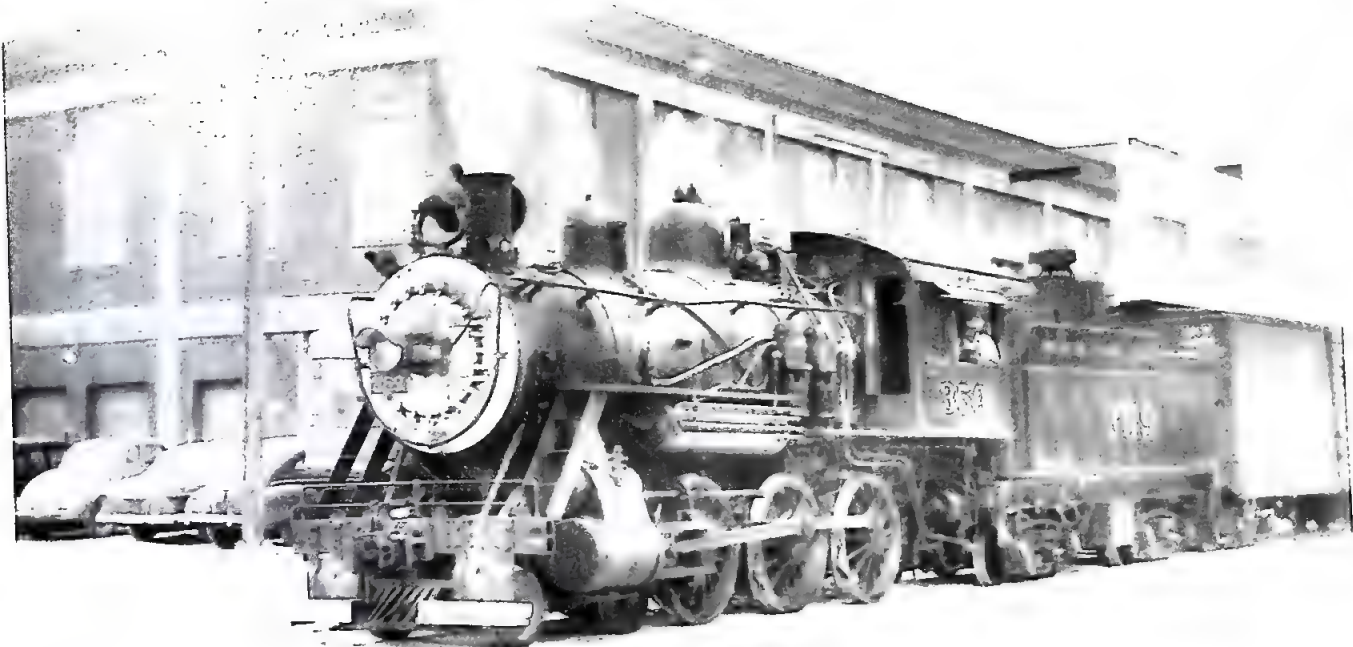
Shortly after the MoPac era began, Pacifics took over some of the heaviest I-GN passenger turns. But in the late 1930's two of the rebuilt Ten-Wheelers were still hauling the *Sunshine Special*

on the Trinity Subdivision between Palestine and Galveston. The 378 and 381 were regulars on this run, whose normal consist was a dozen heavy-weight cars.

All of the unrebuilt G's retained their 20x28 cylinders with piston valves and superheaters. Their main employment was on branch locals and traveling switchers. MoPac classified the unrebuilt G's as TN-63; the rebuilt ones with 67-inch drivers were TN-67's.

The old class G's launched me on my Missouri Pacific engine-service career. The very first locomotive I ever rode was the 381, one of the 14 passenger rebuilds, back in 1934. I was living in Galveston then and had become well acquainted with Purdy Williams, the roundhouse foreman there. Purdy and Division Superintendent "Uncle Gus" Ebert decided it was time for me to experience a cab ride. So on one cold December night, I was instructed to be at Union Station when the *Sunshine Special* arrived. They would give me a ride in the cab out to the wye to turn the train in order to have it ready for departure the next morning, a trip of 6 or 7 miles.

I climbed into the cab and got on the fireman's seatbox. When Purdy eased the throttle open, I felt for the first time the gritting of the drivers on the sanded rail, listened to the barks from the stack, and heard the wail of



Elliot Kahn, Louis A. Marre collection

Ten-Wheeler 359, still on 63-inch drivers, ambles down a street Houston on April 18, 1951. Note backup headlight atop doghouse on tender.

the whistle at close range. I was then completely "hooked" and determined that some day I would occupy the righthand seatbox as an engineer.

My first job firing for pay was on the 338, working in the Freeport-Velasco section of the Gulf Coast about 40 miles west of Galveston. When World War II began, Dow Chemical Co. started a massive building program in this area. The company had a large chemical plant there, and a plant that utilized a saltwater process for the production of magnesium. MoPac assigned unrebuilt G's to this district, where they did some truly incredible work. In addition to the Dow traffic, the Freeport Sulphur Co. was going full blast at the time, and heavy sulphur trains went north to Angleton where they were turned over to the Kingsville Division mainline trains.

On many steamy, humid nights I fired one of the old G's over the Hoskins branch with boxcars of crushed sulphur. We would back against 75 heavy loads and wait for the two single-stage air pumps to charge the brake pipe. After we had enough air, the engineer would back up to get as much slack as possible, then throw her over into the front corner and widen the throttle. It would often take four or five tries before we got everything going in the same direction. The little engine would work up to 15 mph or so over the 17-mile run to Hoskins Junction yard. It

was a tribute to the durability of steam power that the old Ten-Wheelers performed so well while being manned by student firemen as well as engineers just set up from the firemen's board. All this was accomplished with bad water and little maintenance. Somehow the engines survived and stayed on those jobs until replaced by diesel switchers in the mid-1950's.

Another of the partial rebuilds figured in my career when the engineer put me on the right side of the 347 one afternoon in Oakwood, Texas, and I ran the engine the 18 miles to Pales-

***After my first-ever cab ride, on the 381,
I was "hooked." I determined that someday
I would become an engineer.***

time. This was the first time I'd run an engine on the road.

On another occasion, I was firing for engineer Charlie Walker on a Longview Subdivision local freight with engine 351, one of the limited rebuilds. It was our habit on this run to swap sides of the cab at about the halfway point of our 81-mile trip. On the day in question, we filled out at Troup to 950 tons, which gave us the full tonnage rating for these engines on hilly districts. As I took over the right side, Charlie remarked that he had an important meeting at his Masonic Lodge that night and he hoped I could get him home in time to attend. My first segment was the 18

miles to Jacksonville, which included a couple of pretty hard pulls. I got right after the 351, covering the 18-mile run in 25 minutes, good considering the topography. We set out a couple of cars at Jacksonville, which didn't take long, then topped off our water at the tank and were on our way again. I ran 60 mph wherever possible and got Charlie home in plenty of time for his lodge affair. I was pretty satisfied with the trip as well as knowing that Charlie had confidence in my ability to complete the run as he desired.

Getting back to the class G's themselves, I can only say that whoever designed them truly knew his craft. As with all steam classes, some engines were better than others; the worst one I can

recall was the 327, a hard steamer that just wouldn't dig in and pull like her sisters. As a group, the only drawback for engine crews was the fact that the boiler extended back into the cab, giving them a short deck which made them hot to work on in summer. Even though they had no trailing truck, their riding qualities were very good, regardless of speed. They were very steady, and performed well on curves. I recall firing some of the rebuilt G's making 70 mph on troop trains.

Even late in their careers, the class G's were long-lived, powerful for their size, mostly comfortable for the crews, and easy to maintain. They were Ten-Wheelers you could count on. **1**



The April 13, 1996, debut of newly restored "General Pershing" 2-8-0 No. 300 drew big crowds to the Texas State Railroad's depot at Rusk.

Cliffhangers in the Big Thicket

The Texas State Railroad, a timber-hauler turned tourist pike, has had a century of ups and downs, but it seems now to have a secure future

By J. Parker Lamb and Tom Kline
Photos by Tom Kline

Palestine, Texas, once a hub on the International & Great Northern, for which Hugo Lackman toiled on Ten-Wheelers [pages 38-41], is still an important point on Union Pacific, although the depot and shops are long gone. Out east of town a few miles, though, you can still hear steam whistles and smell smoke . . . on the Texas State Railroad.

Before the birth of Texas' oil boom in 1901, and even a while after that, the Lone Star State's wealth was based primarily on agriculture and lumber production. The latter was centered in southeast Texas, known to most as "the

Piney Woods" or "the Big Thicket." These forests were the western end of a vast swath of virgin growth stretching over 200 miles inland for nearly 1,000 miles along the coast of the Gulf of Mexico. The flourishing Texas lumber empires were served by many Class 1 railroads plus a web of short lines, including log-gathering pikes.

So, with all this private-sector rail mileage, why and how did the state itself end up building yet another short line? It so happened that Cherokee County, east of Palestine, was one of only three places in Texas boasting significant deposits of iron ore, which had

been refined into useful metal as far back as the Civil War era. These early smelting furnaces were fired by hardwood charcoal, made from logs moved in by rail. Smelting began in 1884 when the state constructed a furnace, with a daily output of 25 tons, near the East Texas Penitentiary at Rusk, the Cherokee County seat, and used prison labor to operate it. Output consisted of ingots and pipe used at state-operated facilities. Indeed, iron from the state furnaces went into the dome of the capitol building in Austin.

In 1896 the state built a five-mile railroad, the Texas State Branch, westward from Rusk to support an expansion of furnace capacity. Not surprisingly, two governors from Cherokee County (James Hogg and Thomas Campbell) supported subsequent development of the branch, which grew steadily until it reached Palestine, 33 miles west of Rusk, in 1909. The line connected with a Class 1 at each end, the Cotton Belt at Rusk and the I&GN (later Missouri Pacific) at Palestine.

However, with advances in pig-iron production, the use of coke rather than charcoal became standard during the early years of the 20th century. This development sounded the death knell for efficient exploitation of East Texas iron ore. Consequently, by 1913 the entire state enterprise (prison and furnaces) was abandoned. The TSB attempted to go it alone for a while, but there was virtually no traffic demand, so the state pulled the plug in 1921 and sold off the rolling stock.

Soon, however, the state negotiated a lease of the line to the Texas & New Orleans, a Southern Pacific subsidiary which reached Rusk with a short branch from its Beaumont-Dallas main line. One surprising feature during SP's 41-year custody was sleeping-car service (three times weekly for 15 years) directly to Rusk via a connection with MP's *Sunshine Special*. This luxury ended in 1936; a mixed train was operated until 1956, when all passenger service was suspended.

SP quit the Texas State Branch in 1962, but the line was rescued again when timber giant Southern Pine Lumber Co., owned by Temple family interests, assumed the lease. Southern Pine operated the TSB in conjunction with its own Texas South-Eastern Railroad. This arrangement lasted only seven years and ended with MoPac leasing four miles on the west end, followed a year later (1970) by a short-lived tourist line, the Cherokee & Southwestern, which attempted to operate 14 miles on the east end. By 1972, with neither of



At Mewshaw, the point midway between Rusk and Palestine where trains regularly meet, Texas State 2-8-2 No. 400 heads into the siding with a westbound train in April 1996.



The thin exhaust stack atop Texas State No. 7, pictured in its new, SP-inspired livery in mid-2004, is a giveaway that the 1947 Alco RS2 has been repowered with a Caterpillar engine.

these operations active and no other prospects for the line, the state stepped in again and turned the property over to its Parks and Wildlife Department (PWD), with the suggestion that it develop the right of way into a hiking trail. However, rail enthusiasts soon began touting this as a unique opportunity to create a tourist-train operation. Eventually the concept of a Texas State Railroad became reality.

Rebirth as a tourist line

The rehabilitation task was daunting, since the line had deteriorated from lack of traffic. Once again, prison

labor was used, to clear brush from the right of way and rebuild not only the roadway but reconstruct 29 timber trestles. (By 1996, all bridges had been converted to concrete construction.) When completed, the winding route allowed riders a leisurely (20 mph) trip to enjoy the beauty of thick forests and verdant meadows, with many opportunities to spot deer and other wildlife.

Meanwhile, the PWD scoured the country for vintage passenger cars and serviceable steam locomotives. Also, it built Victorian-style depots with interpretive centers and gift shops at Rusk and east of Palestine. The railroad



opened for business in 1976, and soon became one of the nation's most successful tourist lines. At the height of visitor seasons, it operated four daily round trips using two 12-car trains leaving simultaneously from each end with a scheduled meet at the midpoint. TSR's extensive collection of vintage rolling stock also attracted movie and TV producers, and over the years TSR equipment has appeared in a number of feature films and commercials.

Mostly steam, with a few diesels

For power, TSR eventually acquired five steam locomotives. The first, in 1974, was ex-SP 4-6-0 No. 2248 (Cooke, 1896), which became Texas State 200. TSR sold this engine in 1990 to the Fort Worth & Western's Tarantula tourist operation, which restored its 2248 road number; it now works for Tarantula's successor, Grapevine Vintage Railroad. Also in 1974, TSR acquired a newer (1901) Cooke 4-6-0, ex-T&P 316, from a static display in Abilene and gave it the number 201. Another 1974 acquisition was a 1917 Baldwin Mikado, Tremont & Gulf No. 30, later Magma Arizona No. 7. After rebuilding, the 2-8-2 entered service in 1978 as TSR 400.

The next arrival was U.S. Army 2-8-0 396 (Baldwin, 1917). Built for European operation in World War I, it got no farther than the Army railroad training center in Fort Polk, La., before going to the nearby Tremont & Gulf as No. 28 after the war. In 1955 it became Temple Lumber 28, then Southern Pine Lumber 28. Although sold to the TSR in 1973, it languished on sawmill property at Pineland until February 1976. After 25 years of decay, this—the only surviving "General Pershing" Consolidation—received a new boiler in 1996, and began operating as TSR 300. The

largest TSR engine, and the only one to haul mainline passenger trains, is ex-Santa Fe 4-6-2 1316 (Baldwin, 1911). Retired to static display in San Angelo, Texas, the handsome Pacific was restored for service in 1980 as TSR 500.

Operations in 2006 relied primarily on Nos. 300 and 400, although No. 201 is undergoing road tests after reboiling and was expected to be ready to open the 2007 season. Running gear on No. 500 is nearing completion, at which time it will also receive a new boiler. Next in line for a major overhaul is No. 400.

Finally, the enginehouse at Palestine features the last remaining Texas & Pacific 2-10-4, No. 610, which led the *American Freedom Train* across the state in 1976, then joined Southern Railway's steam program for a couple of years before returning home. At 224 tons, the Texas type is far too large for operation on TSR and has been idle for more than 25 years. No. 610 and TSR 201 are the only two T&P steam locomotives ever restored to operation.

Texas State also has four diesels. No. 7 is an Alco RS2 built in 1947 for Alcoa's Point Comfort & Northern; TSR repowered it with a Caterpillar engine a few years ago. The road's other "big" diesel is another Army vet, Alco MRS1 No. 8. Rounding out the roster are two GE industrial units, 70-tonner No. 22 (ex-Texas South-Eastern) and a 45-ton side-rodger used for switching.

Success, then funding problems

Texas State's traffic loads grew rapidly in the 1970's, and annual ridership eventually passed the 60,000 level, hitting a record high of 71,000 in 2006. The total number of employees at TSR is approximately 55, including a number of former state park workers who

TSR's first steam engine, ex-SP 4-6-0 2248, stands at Palestine in July 1980; the Ten-Wheeler has since moved to a Fort Worth-area tourist operation, and TSR has changed its engine and car liveries. Open-air coach No. 70, right behind the tender, began life as an International-Great Northern lounge car.

maintain the numerous camping facilities along the line. Their efforts are augmented by an active volunteer corps of around 30, operating under the banner of Friends of Texas State Railroad.

In common with many tourist lines, TSR's income from operations has always fallen short of expenses. Moreover, the state legislature has in recent years cut back on its annual allocations for the Parks and Wildlife Department budget, resulting in deferred maintenance for track and equipment. By 2006 the situation was urgent for the entire state park system, and especially bleak for TSR. With Federal Railroad Administration inspections due on engines and track, TSR General Superintendent Robert Crossman III said in 2006, "We aren't able to renovate wheelsets on our coaches or buy new ties, to say nothing of rebuilding some of our engines. We simply cannot operate in 2007 unless some of these tasks are completed."

Soon, legislators from around the state, and especially East Texas, began to mobilize public support for the railroad. An economic study by Texas A&M University showed that, while TSR had revenues of about \$5 million annually, its presence resulted in an additional \$8 million in local sales, of which \$5 million went to residents of the two counties (Cherokee and Anderson) through which the line operates.

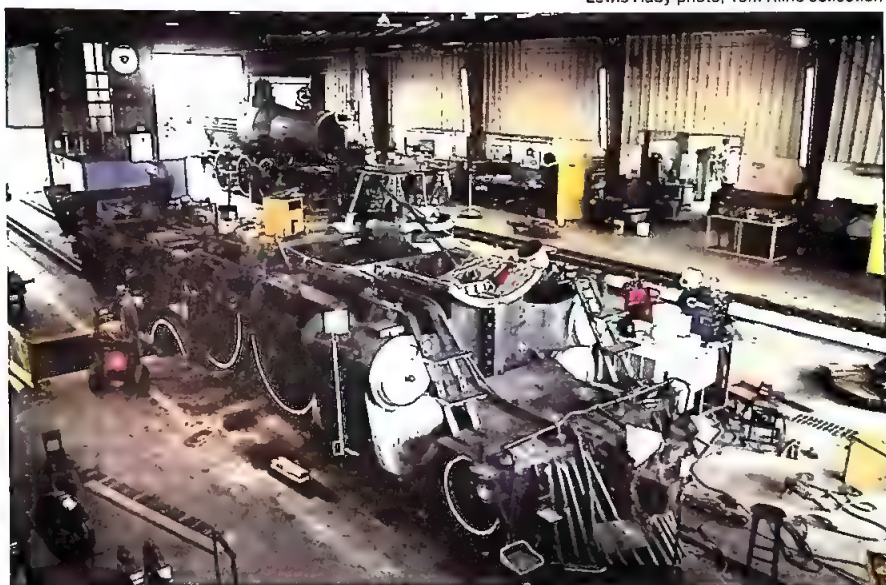
The state PWD estimated that a \$12 million allocation was needed to



Lewis Raby photo, Tom Kline collection



Inside TSR's well-equipped shop at Rusk, Pacific 500 (right, foreground) and Ten-Wheeler 201 undergo heavy work in June 2004. The 4-6-0 (above) is ex-Texas & Pacific, the 4-6-2 (lower right) ex-Santa Fe.



sustain operations for 2007, but that \$40 million was needed over the next decade to properly maintain the antique equipment.

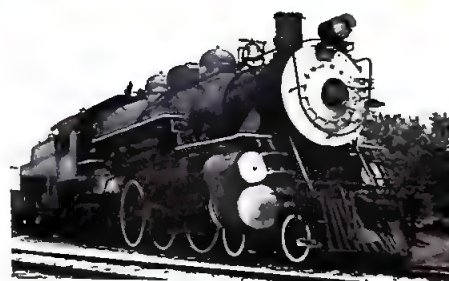
Fortunately, in November 2006 the PWD was able to provide \$2.2 million in emergency funding for TSR's 2007 operations. However, if additional dollars weren't found, the new season might include cost-cutting measures such as operating steam and diesel power on alternate days, or reducing steam operation to weekends only.

As the opening of the January legislative session approached, there was optimism about funding from both the Speaker of the House and the Lieutenant Governor, who presides over the Senate. One early idea specified a sales tax on sporting goods to provide a revenue stream for the state park system. However, East Texas supporters, rallying behind the Texas State Railroad Preservation Task Force, vowed to seek a private operator if the state did not provide sufficient support.

Disaster averted again

The Task Force's determination was demonstrated on February 22, 2007, when American Heritage Railways of Coral Gables, Fla., was selected by the Texas State Railroad Operating Agency as the top choice to take over operation if the state relinquishes control. American Heritage, a major player in the tourist railroad industry, operates both the Durango & Silverton Narrow Gauge Railroad in Colorado and the Great Smoky Mountains Railroad in North Carolina. It also holds licenses for the Polar Express and Thomas the Tank Engine specialty trains.

Paul Schranck, the company's vice president and general manager, told the *Palestine Herald-Press* the two specialty trains draw large crowds because of their attraction for children. "You're going to see a whole new demographic brought to the area by these attractions," he noted. "With a



larger advertising budget than that available to the Parks Department, we expect to promote the TSR experience to Dallas, Houston, San Antonio, and other large cities in Texas and Louisiana within a few hours driving time from our terminals."

Thus, under either state or private control, it now appears that the Texas State Railroad has escaped yet another silent movie-style cliffhanger, and can look forward to operating on a much smoother base. ■



The night the *Capitol Limited*

almost froze up

B&O's finest had a fire on a below-zero night in 1961, but according to the regional General Manager's rules of performance, *everything* that happened was my fault

By Harold Meeker



B&O train 19 in Ohio in 1961: Bob Lorenz

The time was winter 1961. I was a relatively new assistant trainmaster for the Baltimore & Ohio on the Akron Division at Akron, Ohio. In those days, the Baltimore-Washington-Chicago *Capitol Limited* was the pride of our passenger-train fleet, which, while relatively small in number, was as good as anyone's. The B&O, like most other railroads, still treated passenger trains as first-class operations. The *Capitol*, Nos. 5 and 6, nominally was all-Pullman, though it was combined seasonally with the *Columbian*, which carried coaches. The consist normally was about 16 cars, pulled by three E units.

A bit of background is necessary. I had come from the track department, in which I'd been assistant division engineer at Pittsburgh. I had been a

field investigator in a derailment up on the old BR&P line to Buffalo, of 40 new hoppers fresh out of our DuBois car shop. In the investigation, I was fighting to preserve the job of our section foreman and had spent a lot of time gathering track data in his defense. Finally he was held faultless, a judgment rendered by one Chester T. Williams, B&O's Central Region General Manager in Pittsburgh, a legendary despot whom I'd heard a lot about but had never met . . . until this incident thrust me into his clutches.

Entering Mr. Williams' office for the first time, I had not been impressed by its large size and sterile opulence. As his investigation concluded in favor of my foreman, Williams curtly told me to "shut up and get out." In the same breath, he railed at me, saying, "You should've

been in Akron today because you're the new assistant trainmaster there, so you better be sure your [butt] is there tomorrow."

As I left his office, not even understanding if I still had a job or not, his chief clerk said to me with a huge grin, "You beat him."

I thought this run-in with the boss had just ended my short railroad career, but it turned out that Mr. Williams was the greatest railroad operating man I ever met. He kept pushing me from place to place along the B&O's operating trail.

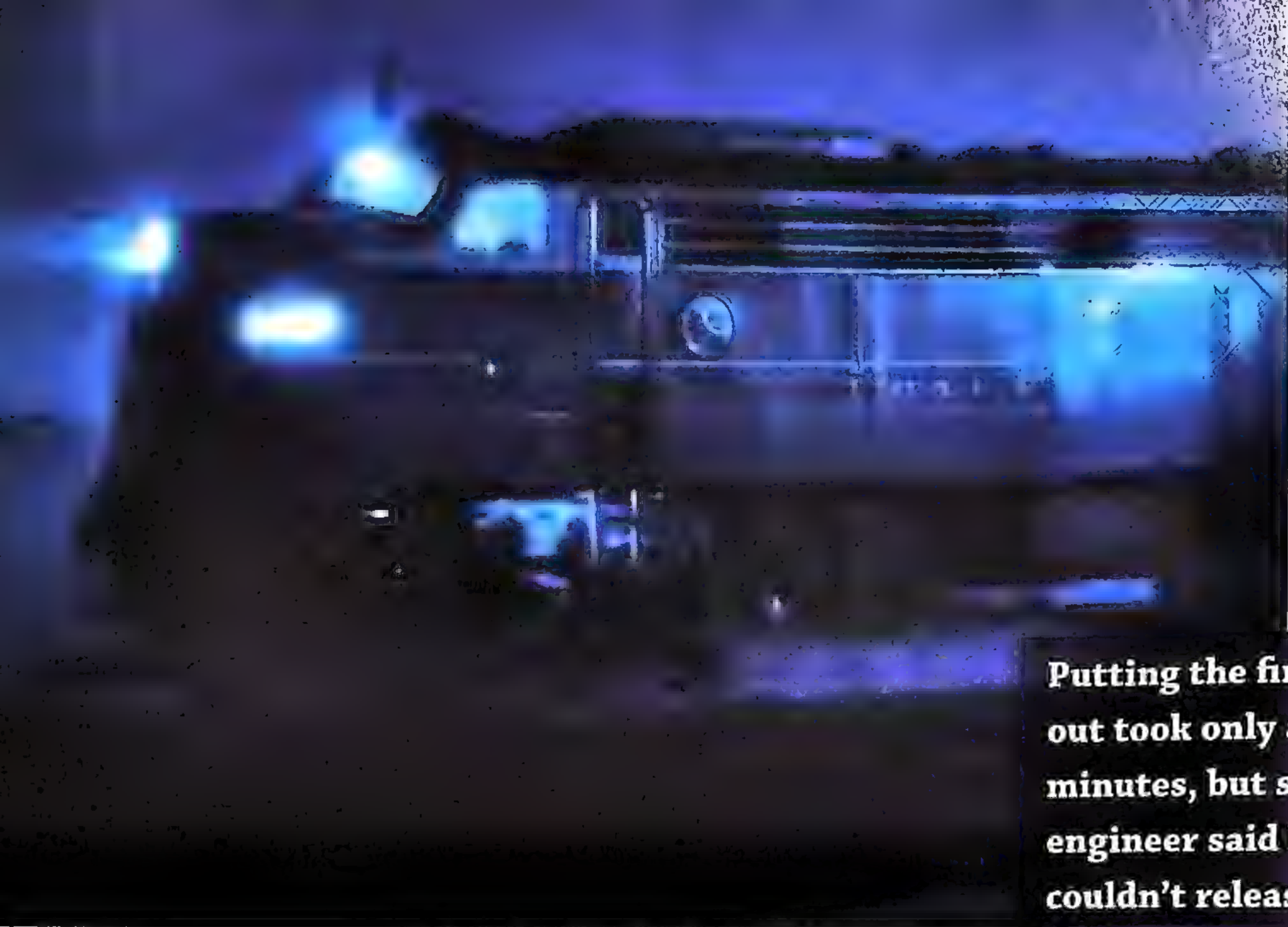
Of course I arrived in Akron the next morning—this was May 1960—where, as a "track guy" who was unsure even of what a trainmaster was supposed to do, I was put under the tutelage of Trainmaster Don Mossberger. One of the duties in those days, I soon learned, was to "ding" heavy-overtime freight locals in their work. Basically, this was to see why they took so long to do what they were supposed to do.

I had been in Akron about six months when the *Capitol Limited* got into trouble. The night was just one in what would be one of the coldest winters recorded in the area, and the temperature was about 20 below zero. Mossberger told me to go out and ride the Barberton Local, something I had done several times.

I was sitting in the local's locomotive cab at the automobile bumper plant in Barberton when the pride of the fleet, the *Capitol*, barreled by westbound about 2:45 a.m., pretty much on time . . . but belching flames from the middle E unit! I knew I had to do something, so I ran to my car and followed the train until I saw it stopped about two miles to the west.

The engineer, a nice old man I remember as Clinton Funk, whom I knew pretty well, and the fireman set out the middle unit on an industry track and put out the fire, which took only a few minutes. They returned quickly to the train, because the *Capitol Limited* was not to be delayed for very long . . . actually, at all. I watched bug-eyed as the guys coupled the first unit to the third unit. The conductor, impatient at the delay, walked up to the head end, watch in hand, reminding us all that it now was 3 a.m.

It only took a few minutes to couple the units, but about 10 more minutes went by before the engineer, affectionately called "Funky," climbed down and stated he couldn't release



H. G. Goerke; J. David Ingles collection

Putting the fire out took only a few minutes, but soon the engineer said he couldn't release his brakes. I began to realize that we might be getting into some rather deep doo-doo.

his brakes. It was then I began to realize that all of us might be getting into some rather deep doo-doo.

In those days, of course, steam from boilers in the diesels provided the only heat to the train's cars, and on this frigid night steam from three locomotives was necessary to keep 16 cars warm. During the setout move, the steam line was opened slightly to maintain the reduced flow, just enough for the minus-20-degree temperature to cause ice to form on the line between the two remaining units. While the fireman was trying to figure out why the communications lines were not operating properly, the conductor and I were trying to knock off the ice on the steam line and make the connection. Neither of us had ever tried to couple up a frozen steam line.

It turned out that the cables had been crossed from the first to the second unit and then to the third, and now that the second unit was gone, the cables had to be switched. Once this was done, the brakes finally responded to the engineer's efforts. Finally, the conductor and I pounded the steam line together using the fireman's two-pound hammer. By the time we were done, it was 4 a.m. and our hands were almost frozen. As an aside, I cannot remember the conductor's name, but I remember he was the

division's unofficial "watch distributor," for it was he who sold me my first railroad watch from inside his conductor's jacket at Akron Union Depot when he was working on No. 7, the *Shenandoah*. My son, Larry, still has that old standard watch.

Meanwhile, back at the immobilized *Capitol Limited*, a brakeman showed up and said that the rear end of the train was freezing up. Almost simultaneously, Funky reported that both units were almost out of water for the steam boilers. What do you do with a frozen train? We all knew we couldn't let it happen.

In those days we had no radios, at least on the B&O, so the fireman ran to the closest block telephone and called for help. He phoned OD Tower at nearby Sterling, where the B&O crossed the Erie Lackawanna, to get the Sterling Fire Department to help us. They responded quickly and filled our two remaining units' boilers. It was now 4:30 a.m.

Next problem: the pet-cocks had to be heated on both sides of all 16 cars to permit the flow of steam. We all grabbed fusees and moved down the train, performing a task I had not known existed. By the time we restored heat to the train, and there seemed to be no more crises in our faces, the conductor reminded me of

the time—now 5:15 a.m.

It was then that I realized that even though I didn't understand half of what had been going on, it seemed like I was at the end of my railroad career. I was the closest "officer," and according to Mr. Williams' rules of performance, *everything* that happened here was my fault.

Now it was 5:20 a.m. and No. 5 was finally ready to go. Funky said to me, "Good luck," but we both knew that I was done for. The *Capitol Limited*, with me in the cab, moved westward toward OD Tower, and I knew all that was left for me to do was to report on this sorry incident.

We were stopped at Sterling by a red signal, and we could see that our hottest eastbound freight, the *Timesaver*, also was stopped. As we ground to a halt, Jack Weller, the division road foreman, climbed down the ladder of the *Timesaver's* lead unit, came up to me, and said, "Chester wants to see you right now." I responded, "I bet he does."

Soon both No. 5 and the *Time-saver* went on their way, and I went up into OD Tower to write my death report. As far as I knew, no other individual under Mr. Williams' regime ever had stabbed the *Capitol Limited* on the road for close to three hours.

I spent about one and a half hours writing my report, accounting for everything minute-by-minute, which then was transmitted everywhere by the tower operator. I don't even remember how I got back to my car, but I got home and told my wife not to bother me. I told her there was no way I still had a job, and all I wanted was a little sleep and to try to get warm.

Just a short time after I went to bed, my trainmaster, Don Mossberger, called, responding to a demand by Mr. Williams for me to come to Pittsburgh to see him. My wife told Don that I didn't think I worked there anymore, and that I had no interest in being skewered over Mr. Williams' coals. I was convinced that no junior supervisor could survive a debacle such as this.

Twenty minutes later, Don showed up at my house and convinced my wife to drag me out of bed and accompany him to Pittsburgh. Against my better judgment, I did. When we got to the general manager's office, the same chief clerk had an evil grin on his face. He ushered me into the great man's office, and I felt like one of the Romans ready for the lions.

This time Mr. Williams' office seemed to be bigger than anyplace I had been in my life, except perhaps

Yankee Stadium. On his huge desk was only one piece of paper—my train delay report transmitted from Sterling. I wasn't really scared, because in my mind I had already quit. He looked at me with what I figured was a look of contempt and said, "G_d damn good report."

I have no idea how I responded. Next he said, "I've made you the trainmaster at Cowen [West Virginia]. Now get your [butt] down there tomorrow." I was in shock, because I couldn't put all the pieces together. All I could think of was that I was being banished to Siberia as punishment for the debacle at Barberton. (Cowen, deep in coal country, was 120 miles south of Grafton on a line off B&O's route to Charleston, indeed perhaps one of the system's most remote terminals.)

As I stood there in Mr. Williams' castle, I realized that he read my mind, for he crustily said, "You think that I'm sending you to the end of the world. You are wrong! I am giving you the best opportunity you ever had in your life. That place is all screwed up, and I think you know how to fix it."

As I was leaving, he bellowed, "Don't think you're getting away from me. I will be the general manager in Baltimore next month, and I will be on your [butt] every day." Again, as I left the office, the chief clerk said, "You beat him again." Why didn't I feel that way?

It turned out, of course, that Mr. Williams knew what he was talking about. After a week or two at Cowen, I knew exactly what he meant. The

place was totally out of control, and he had sent someone he knew felt the same way he did about screwed-up railroad operations.

Permit a reflection here. I want to remember the 30 or so trips I made with engineer Funk from Akron Union Depot to Willard, Ohio. If ever there was a classic locomotive engineer, Funky was one. He was in the last days of his career, crippled with arthritis, yet he took the time to teach the newest official how to operate the *Capitol*, his "baby." I remember on the clear nights roaring across northern Ohio at what seemed like 110 miles an hour (we had automatic train stop, permitting us to exceed 79). He put me in his seat, but he was responsible for what I did. I remember on the foggy nights, of the three of us in the cab (the fireman, Funky, and me), Funky was the only one who could see the microscopic green blurs of the color position light signals instantaneously passing us as we zoomed by.

This is what I had thought about as I walked up the stairs at OD Tower that morning, contemplating what I thought was my doom on the B&O. Surely I never would see Funky again . . . which, sadly, turned out to be the case, but for a reason that I, at the time, could not begin to anticipate. ■

John E. Gruber

I went up into the tower to write my death report. As far as I knew, no one else under Mr. Williams' regime ever had stabbed the *Capitol Limited* for close to three hours.



Great Photographers

John C. Illman

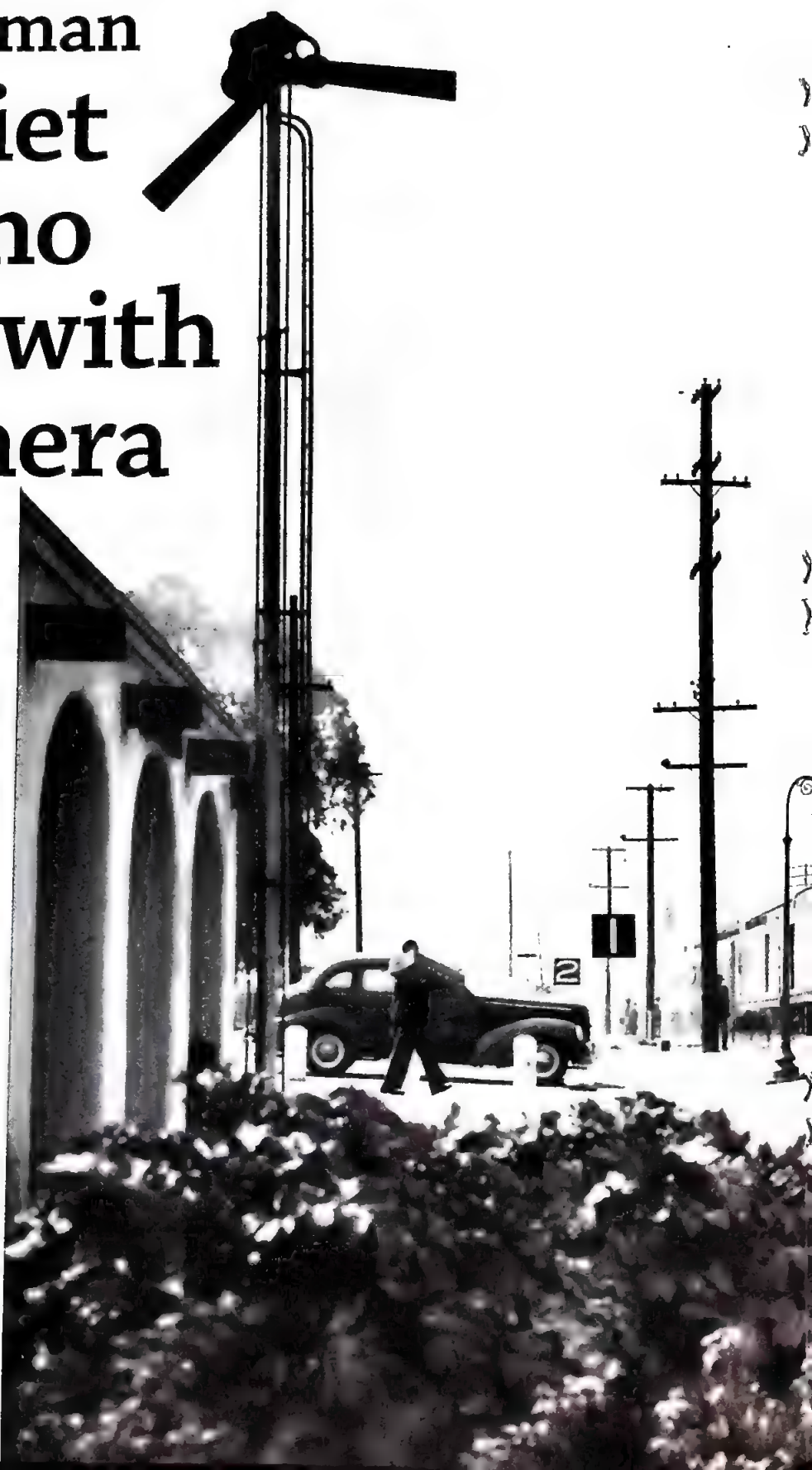
The quiet
man who
speaks with
his camera



Although he didn't begin rail photography until he was in his 20's, this Westerner has produced a wide-ranging body of high-quality work

By Dick Dorn

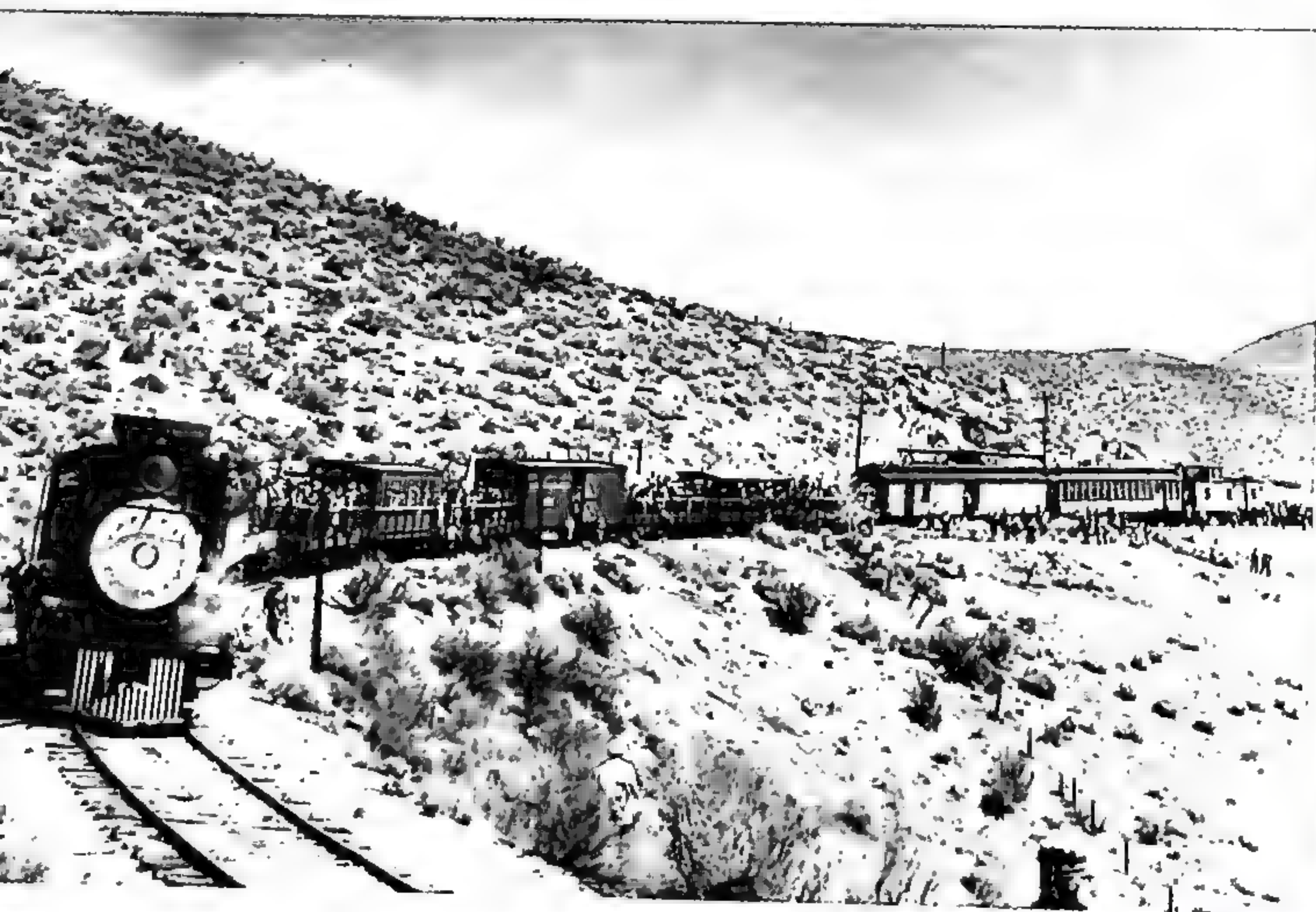
Photos by John C. Illman



On March 12, 1949, early in Illman's photographic career, Santa Fe's *California Limited* is 3 miles into its Oakland-Chicago run as it rolls into Berkeley, Calif., behind 4-6-4 3458.



John C. Illman



Northwestern Pacific Extra 2514 East (top) switches in front of the depot at Ukiah, Calif., on March 26, 1949. The trim 2-8-0 is on lease from NWP parent Southern Pacific.

One of Illman's favorite excursion trips was a May 29, 1949, outing on the Virginia & Truckee (above). Dressed up for motion picture work, 4-6-0 No. 27 has the special stopped for photos near Summit, Nev.

A trip across Canada at age 14 instilled in Illman a love of the Canadian Pacific Railway. On July 2, 1952, during a subsequent visit, 2-10-2 helper 5811 is cut in behind an FP7 and two F7B's at Field, B.C., for the climb east toward the Continental Divide





Although he had been attracted to trains as a boy, John C. Illman says he didn't really become a full-fledged railfan until he was 26. When he lived in Albany, Calif., his house was next to Santa Fe's line from Richmond to Oakland, and John enjoyed the parade of stainless-steel streamliners led by E1 diesels, heavyweight trains behind 4-6-4 Hudsons, and local freights. He took his first railroad photos on this line, and around this time, in 1948, he saw an ad in the *San Francisco Chronicle* for a special excursion on the Southern Pacific to Santa Cruz. John rode the special and was fascinated with all the railfans on board, as well as the photos stops on the Olympia and Davenport branches—he had no idea so many other people were interested in railroading. After this trip, he was hooked.

John was born on October 17, 1921, in the northwest part of Seattle, in view of Puget Sound and within earshot of the Great Northern main line. When he was 7, his family moved east, to the village of St. Vincent in the far northwestern corner of Minnesota. The town was served by a GN branch

An Alco PA-PB-PA trio accelerates SP train 10, the Oakland-Portland Shasta Daylight, away from its Martinez, Calif., station stop on September 23, 1950. One mile ahead is SP's big bridge over Suisun Bay.

line with a daily-except-Sunday gas-electric car that came up from Crookston. John's first hands-on railroading experience was climbing over boxcars in the small yard. This stay was short-lived, and a year later the family was headed back to Seattle, on a GN train. John spent as much time as his parents would allow on the open platform of the rear car.

After a one-year stay in Seattle, the family moved to Vancouver, B.C. Their apartment was downtown, about 10 blocks from the Canadian Pacific station and the wharves. John was enthralled with the nearby rail operations but also developed a keen interest in the steamships that frequented the waterfront. He watched the loading of the carferries that took railroad cars over to CP's line at Naniamo on Vancouver Island. John has had a lifelong interest in ships, which is why today he lives on Marrowstone Island overlooking Puget Sound,



RS3 No. 63 of Missouri Pacific subsidiary Missouri-Illinois Railroad pulls cars off M-I's carferry *Ste. Genevieve* at Thomure, Mo., in 1956, five years before the colorful Mississippi River operation ended.

busy with boat traffic to and from Seattle and Tacoma.

At age 14, John was in an all-boys band that went on tour. They left Vancouver on the Canadian Pacific aboard two tourist Pullman cars set up with a galley. At several division points on the way east, the cars were cut out and the band would put on a performance in the town. It took them 12 days to get to Quebec, where they boarded the CP liner *Empress of Britain* and sailed for England. During the summer, they traveled across England, giving concerts. The return trip also was by CP, and the whole adventure sparked in John a lifetime love of the Canadian Pacific.

Later, the family moved from downtown Vancouver out to the suburbs, where British Columbia Electric interurbans were a block away and a streetcar ran down the street on which they lived. After finishing high school, John attended

the University of Washington, graduating in 1943 with a master's degree in chemistry. At this same time he married Marjorie. They're still together after 64 years, having raised three children, Karen, Marilyn, and Dick, all of whom have successful careers today. John took a job with Shell Development in Emeryville, Calif., near Oakland. He initially began working on a special plastic used in the radar domes of Navy planes. (John joined Shell at Emeryville at the same time as my father, who was also a chemist for Shell. Although my dad knew John fairly well, he never knew he was a railfan, as John was pretty quiet about his rail interests at work.)

A great time for train pictures

When John started taking train pictures in 1948, it was a remarkable time to be photographing the railroad scene. Steam still had a strong presence in the Bay Area, and new diesels were being delivered as well. SP was introducing a spectacular fleet of new passenger trains, many of which wore the colorful *Daylight* livery. Over on the Western Pacif-



On a snowy February 11, 1956 (above right), a Burlington Route E7 swings off New York Central tracks at East Alton, Ill., and onto its own rails with train 47, a friendly St. Louis-Galesburg-Rock Island-Minneapolis local.

In another photo from Illman's year in the St. Louis area, Wabash train 77 arrives at Litchfield, Ill., behind Fairbanks-Morse H24-66 Train Master No. 551 on St. Patrick's Day 1956. Carded as a third-class local freight, 77 carried passengers (note its rear-end combine car) and had flag stops at all stations between Decatur and Litchfield.



John C. Illman



An affection for logging roads drew Illman to the likes of the MacMillan & Bloedel operation on Vancouver Island. August 18, 1961, finds M&B 2-8-2T No. 1055 hauling empty log flats over the Nanaimo River.

ic, the *California Zephyr* was readying for its maiden voyage. On the Santa Fe, new Warbonnet diesels headed stainless-steel trains. There were numerous short lines and logging railroads in the region, most of which were steam-powered.

The first camera John used to photograph trains was a Ciroflex 2¼ x 2¼ twin-lens reflex. In 1950 he purchased a 2¼ x 3¼ Speed Graphic, and this became his primary camera for decades. John never used anything other than a normal (i.e., not wide-angle or telephoto) lens on either of these cameras. He also was shooting 8mm movies at the same time. Working a movie camera and a still camera simultaneously was a bit of a challenge, but John managed it by putting the Speed Graphic on a tripod and clicking it off when the train got to the prearranged location, as he was hand holding the

of a train at one location. The Speed Graphic served John well until he took his last black-and-white photo in 1993.

In 1986 he began shooting color slides with a Canon AE-1 and purchased a 28-70mm zoom lens. After John hung up the Speed Graphic, the Canon became his primary camera. Over the years, John's basic philosophy was to combine an interesting location with a subject of interest, together with good composition, to achieve a photo that could be shared with others in the various rail magazines.

When John was out photographing trains it was almost always a solo trip. On only a very few occasions did he travel with another fan. Much of his photography outside California was on family vacation trips, when he would find a little time to shoot trains while the rest of the family was involved in some other activity.

Some of his favorite locations to photograph trains in the Bay Area included Giant, on the SP east of Richmond, and



where passengers boarded ferries to San Francisco, also grabbed his interest. John enjoyed shooting from an overpass near Magnolia tower. For a time he had an office at Shell on the third floor with a window from which he could see SP trains passing Shellmound Tower.

Northwest passages

John and Marjorie had family in the Seattle area, whom they would visit most summers during a family trip. He would shoot trains as time and opportunity allowed on each trip north. After arriving, John would spend time on one of his favorite railroads, the Great Northern. The Illmans also had family friends on Vancouver Island and on the Olympic Peninsula of Washington, and these trips also provided time for John to shoot some of the area logging railroads.

On visits to Vancouver Island, he was able to photograph such gems as a diminutive Shay switching at the Osborn Bay wharf, Hillcrest Lumber's Climax No. 10, and Baldwin and Alco diesels on Comox Logging's railway. John also photo-

The last steam engines acquired by Western Pacific were six Lima 4-8-4's built in 1943 as part of an SP order. WP 483, bumped to freight trains by diesels, works east up Niles Canyon on November 4, 1950.

graphed some of the final steam operations on logger MacMillan & Bloedel in the early 1960's. Logging railroads have always had a soft spot in his heart; indeed, he would rather shoot a log train than mainline operations.

In California, family vacations to nearby Pinecrest gave John a chance to go into the woods and shoot the final steam operations on the narrow-gauge West Side Lumber Company and the standard-gauge Pickering Lumber Co., where Shays and Heislors ruled almost to the end. Many California short lines caught John's attention over the years, including Sierra Railroad, Quincy Railroad, Amador Central, Almanor Railroad, and McCloud River.

John visited the Northwestern Pacific Railroad often, where he shot a good deal of steam in regular service. There were also steam-powered excursions, one of which went all



In central Washington State, four Great Northern GP9's emerge from Cascade Tunnel with a westbound freight on July 19, 1962. A mid-train helper set of four F7's, unseen inside the tunnel, lends a hand.

the way to Eureka and then out to Samoa, where Hammond Lumber's handsome little 2-8-2 took the train up the logging line to the reload at Cranell.

John kept close tabs on railroad events and was on hand to photograph the inaugural runs of SP's *Shasta Daylight*, Santa Fe's *San Francisco Chief*, and the *California Zephyr*. (He was also present for the CZ's final run, in 1970.) In 1958 he caught the last *San Francisco Chief* to depart Santa Fe's Oakland station before the termination point was moved out to Richmond.

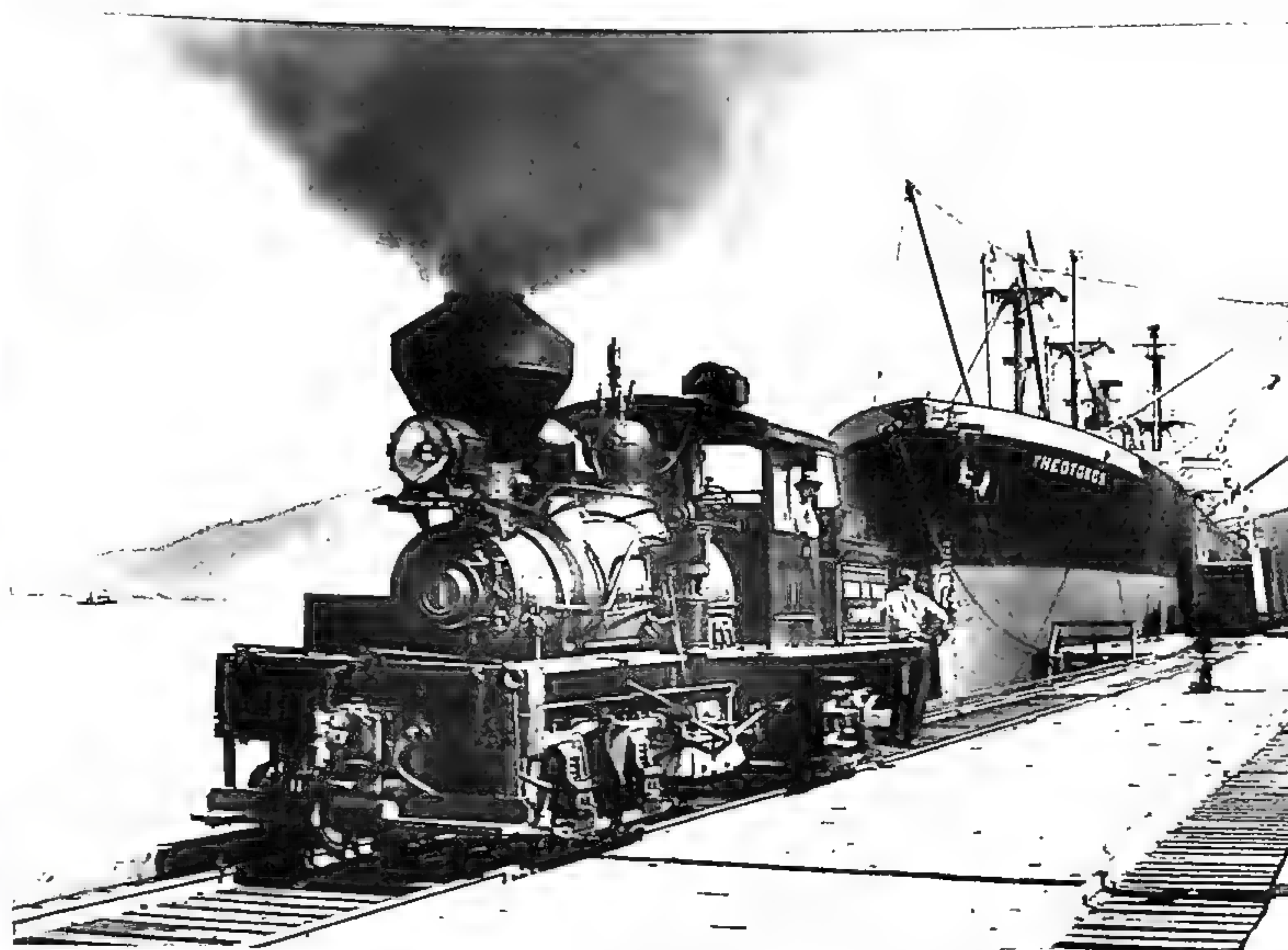
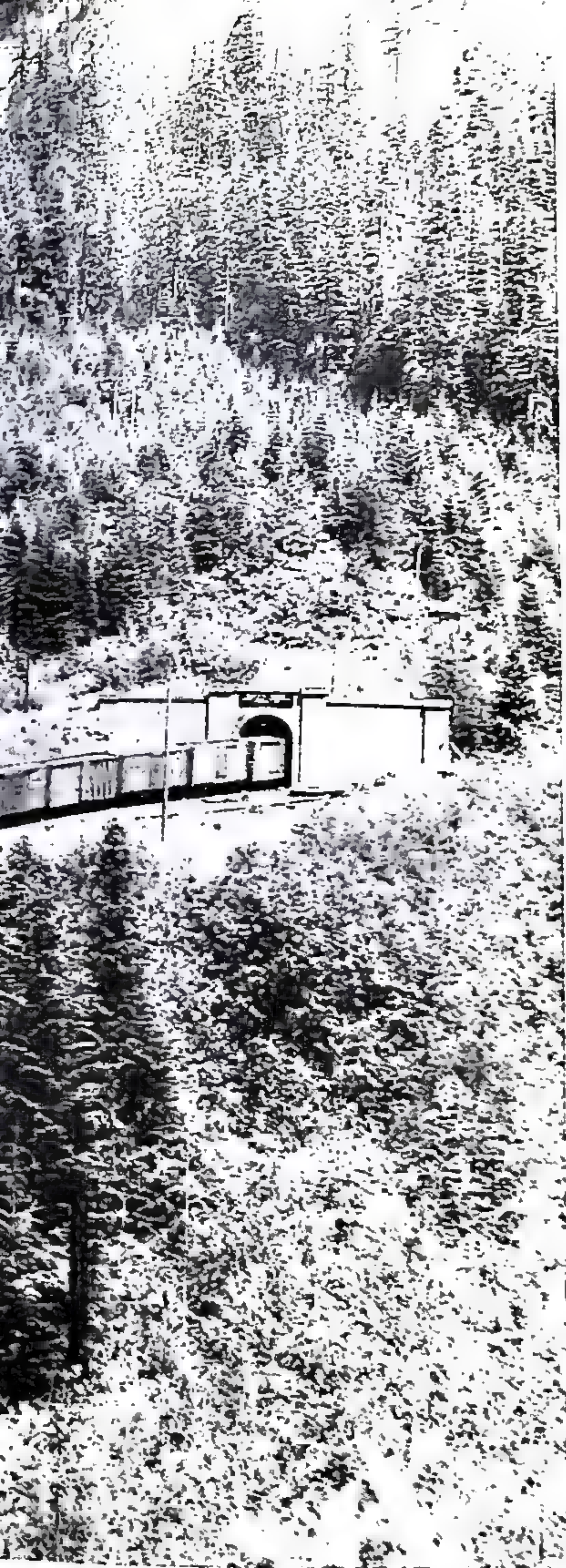
In 1951, John and Marjorie, along with 30 other California railfans and their spouses, took a trip on the Pacific Great Eastern from Squamish to Quesnel, B.C., at the time the two end terminals of the railroad. A brand-new Alco RSC3 pulled the train, whose vintage rolling stock included three former

Oregon Electric wood interurban cars. The trip kindled John's interest in the PGE, which subsequently expanded north into the province's interior and south to North Vancouver, was renamed British Columbia Railway and then BC Rail, and is now part of Canadian National. He returned to the road several times, including a visit to BCR's electrified Tumbler Ridge line.

A year in the Midwest

In 1956, Shell sent John to work at its Wood River (Ill.) refinery near St. Louis for a year. During this time, he rode many passenger trains and photographed much of the area's railroad scene. Shell would also send him on business trips to such places as New York, Montreal, Atlantic City, and Phoenix. John often arranged to travel by train; this perplexed his boss, who wondered why he didn't want to fly.

Since that first SP fan trip in 1948, John rode many excursions over the years. Most were in northern California on the SP, WP, and Santa Fe, but some were on area short lines.



Many were sponsored by the California-Nevada Railroad Historical Society, of which John was vice-president for many years. His favorite excursions were on the Northwestern Pacific and a single trip on the Virginia & Truckee.

Because John and Marjorie were born and raised in the Pacific Northwest, they returned there in retirement. After John retired in 1976, they moved to their present home near Port Townsend, Wash. When they arrived, the local railroad was the Milwaukee, but it pulled out in 1980 and the Seattle & North Coast took over some of its operations. John took an immediate interest in the new pike, got to know the operating crews, and spent many a day chasing S&NC's green F units on the local freight between the rail-barge slip at Port Townsend and Port Angeles.

More than 500 of John's railroad photos have been published, in many books as well as in *TRAINS*, *CLASSIC TRAINS*, *Railroad*, *Railfan & Railroad*, *Vintage Rails*, *Pacific Rail News*, *CTC Board*, *Passenger Train Journal*, *Model Railroader*, and *Railroad Model Craftsman* magazines. He has written 11

A little-known late steam operation was that of the Osborn Bay Wharf Co. on Vancouver Island; on August 18, 1961 (top), Osborn Shay No. 1 switches cars of export lumber. After retiring to an island in Puget Sound, Illman focused on the Seattle & North Coast, a short line on ex-Milwaukee Road trackage; S&NC F7's 182 and 181 (above) skirt Discovery Bay near Maynard, Wash., with an excursion train in June '82.

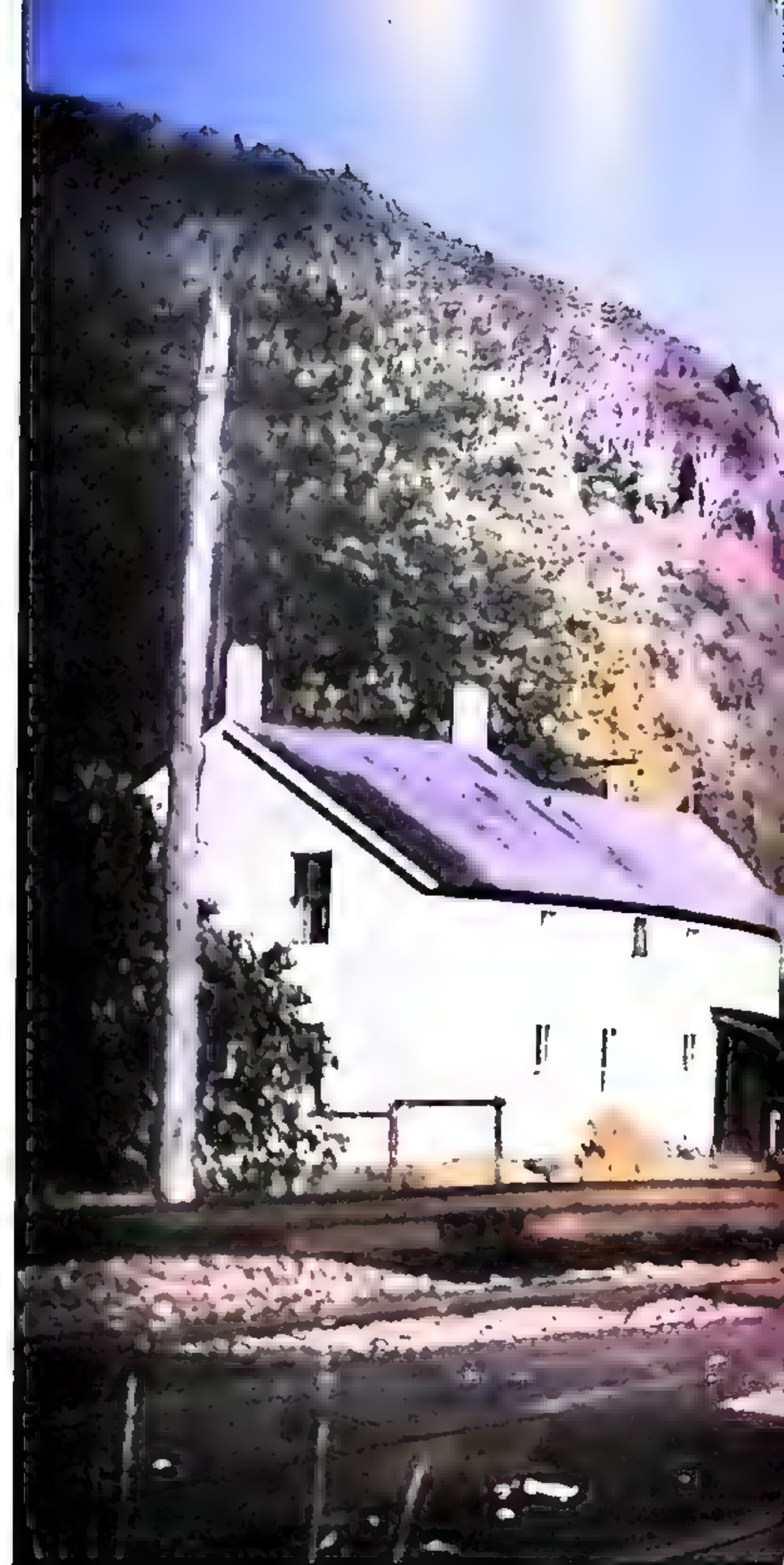
articles for some of the above-mentioned periodicals. In 2005 John was presented the Hall of Fame Award at the annual Winterail photography show in Stockton, Calif.

Today, at 85, John does not get out often to photograph trains, although he still travels to Stockton each March for Winterail. He may stop and take the occasional photo on the trip down and back, but he rarely goes out specifically for railroad photos. He is more content to watch the large ships that pass by his home, with his radio scanner tuned to the marine Coast Guard channel. As always, John lets his photographs do the talking about his railfan experiences, which span six decades. **I**



One day at . . . Bolton, Vt.

Photos by Mert Leet



October 1953 found Chicago-area resident Mert Leet on a family vacation in Vermont, amidst the usual splendid fall color. Central Vermont, whose single-track main line bisected the state, was still a heavy user of steam, although it had purchased Alco diesel switchers as early as 1941. Parent Canadian National first assigned diesel cab units to through CV freights in 1953, but the locals were still in the charge of some of the 16 class N-5-a 2-8-0's built by Alco at Schenectady in

the 1920's ["Connecticut's Other Railroad," Winter 2004 CLASSIC TRAINS].

When Mert saw smoke, he'd break from normal sightseeing activities and get trackside (the same was true on business trips in the Midwest). On Friday, October 16, such occurred at Bolton, a small place 54 miles south of the Canadian border and, on the CV, about halfway between stations at Essex Junction (near Burlington) and Montpelier Junction (outside the state capital).

Turns out the local freights were

meeting, and Mert stationed himself at the south switch of the passing siding. First, the southbound, behind engine 470, crept up on the main line and stopped. Soon its northbound counterpart showed up, in the charge of sister 469, and clattered by into the siding. After it passed, the southbound's brakeman realigned the south switch and climbed aboard as the 470 headed out.

With the show at Bolton over, Mert and Mary Leet resumed their "normal vacation activities."—J. David Ingles





CV locals meet at Bolton: First the southbound, with 2-8-0 470, eases up on the main and stops (above). Its brakeman lines the south siding switch for its northbound counterpart, which arrives (top) behind sister 469 and takes the siding. After it clears, 470 starts up (left) and the brakeman, having realigned the switch, climbs aboard (right) as the train heads out.



Rail hotels west and east

Santa Fe's Havasu in Seligman, Ariz.

When Atchison, Topeka & Santa Fe predecessor Atlantic & Pacific was opened from Albuquerque to the Colorado River near Needles, Calif., in August 1883, the division crew-change points west of Winslow, Ariz., were Williams and Peach Springs. As locomotives got larger, both were eliminated, and on August 27, 1897, Seligman was established as the lone crew change between Winslow (142 miles east) and Needles (150 miles west); more than 400 were employed. Division points had to have a roundhouse, turntable, fuel, and water, but no mainline water plugs are visible in this 1950's photo, as most steam engines took water at Pica, 17 miles west at the foot of Yampai grade. Seligman was first known as Prescott Junction when the 3-foot-gauge Prescott & Arizona Central built south toward Phoenix, reaching Prescott on the last day of 1886. When a post office opened at the junction in November 1886, to avoid confusion with Prescott the name Seligman was chosen to honor two New York banking brothers (J. & W. Seligman & Co.) who'd financed much of the A&P. Beset with money and flooding problems, P&AC was gone by 1893. Fred Harvey opened one of his smaller eating houses and a hotel, the Havasu, at Seligman in 1905; the second floor had 19 guest rooms. By 1930 the dining room was closed, but the 47-seat lunchroom survived, and the Havasu evolved into the main crew facility. Seligman was a rail terminal until February 6, 1985, when crews began running through between Needles and Winslow, 292 miles. Interstate 40 was finished in 1984, taking traffic off Route 66 through town. When researcher Patterson was assistant trainmaster at Seligman in the 1970's ["Boss of a Dot on a Map," June 2004 TRAINS], its population was 800; by 2000, it was 456, and the town survives on "Route 66 nostalgia" business. The Havasu, now vacant, and one water storage tank still stand.

Photo: Donn Nobles, from M. D. McCarter collection. Research: Steve Patterson and Phil Kauke. Text: Steve Patterson.

- 1 Havasu Hotel, depot, and crew rooms
- 2 Medical clinic for ATSF company doctor
- 3 Agent's office, crew caller, baggage facilities
- 4 Two mainline tracks, one siding, nine yard tracks
- 5 Section gang facilities
- 6 U.S. Route 66 (Flagstaff is 85 miles to the east)
- 7 Caboose track
- 8 Steam locomotive supply and service buildings
- 9 Roundhouse, turntable, and sand house (upper)
- 10 Water tower for Seligman (ATSF the provider)
- 11 Three railroad water-storage tanks
- 12 Bunker C fuel-oil tank



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Photo: C&O, ca. 1950's, Frank Shaffer collection. Research and text: John B. Corns.

Chesapeake & Ohio's The Greenbrier

White Sulphur Springs, W.Va., long had been home to the Old White—later, The Greenbrier—mountain-air resort hotel where the well-heeled could partake of the local waters and their natural “curative” qualities. C&O pushed its track through in 1869, but not until 60 years later, at the Depression’s outbreak, did it get serious about serving “White Sulphur,” spending \$170,000 for new passenger facilities including a white-painted brick station in the neo-Colonial style befitting the millionaires, foreign royalty, and captains of industry who flocked to “the Hotel” in their private railroad cars. Three “Park Tracks” were outfitted with steam and electrical connections, allowing C&O to babysit up to 17 private cars (total siding capacity was 31 cars). Parked cars that needed turning or maintenance were moved by local passenger trains east to Clifton Forge, Va., and sometimes light helper engines, including 2-6-6-6 Alleghenys (!), would spot the cars at White Sulphur. Early in World War II, the federal government took over The Greenbrier to house diplomats from Axis nations; after they were repatriated, the hotel was stripped bare to become a huge Army hospital. C&O bought the faded property in 1948 and hired Dorothy Draper to redecorate every square inch in her famed “understated elegance.” The Greenbrier reopened in 1950 and quickly regained its position as a premier resort hotel; C&O hosted many of its annual meetings, and others’ conventions, here. In 1959, construction began on a massive secret bomb shelter under the premises for members of the U.S. Congress. As late as 1972, C&O hosted a five-section General Motors special totaling 98 cars, and in the 1980’s CSX kept six business cars here for guests. Today the elegant hotel is still flying high, and while Amtrak’s triweekly *Cardinal* still makes a stop, the C&O station building is The Greenbrier’s elegant, year-round Christmas Shop.

- 1 The Greenbrier front entrance, foyer, main lobby
- 2 North entrance
- 3 Mineral baths, spa, ground-floor swimming pool
- 4 Future West Virginia Wing site (atop bomb shelter)
- 5 Old White Club and Tavern Room
- 6 The Greenbrier personnel buildings
- 7 Main road entrance, off U.S. 60
- 8 “Park” tracks; steam and electricity for 17 cars
- 9 House track for dropping cars off through trains
- 10 Coal tippie (lower) and track (empties roll east)
- 11 Track to freight house (out of photo, bottom)
- 12 Boiler house
- 13 Double-track main (and passing track, on left) to Hinton and Charleston (top), Clifton Forge (bottom)
- 14 1930 passenger station and platform canopy
- 15 “Welcome to The Greenbrier” sign
- 16 Ice house for Pullmans’ galleys, air-conditioning
- 17 To Kate’s Mountain Lodge, Greenbrier Gun Club

Circling the West in multi-colored



Two yellow UP sleepers intrude on the other-
wise all PAL family landscape.

wagons

A two-week Pacific Coast swing in 1972 revealed a lot about the infant Amtrak

By J. David Ingles
Photos by the author

Many of us are old enough to remember Amtrak's "circus years" of the early 1970's, when that adjective applied not only to the hues on its inherited passenger cars but also to some of the details of its operation. Thanks to my new employment at *TRAINS* magazine, and to Amtrak's liberal ticketing policy, my wife Carol and I were able to enjoy a 6,142-mile, two-week circle trip in June 1972, when Amtrak was just over a year old.

It was mostly a pleasure trek geared around seeing family and friends in California—from Milwaukee to Seattle to Los Angeles to Chicago and home. In those innocent early-Amtrak days, the carrier allowed not only bona fide journalists to travel free if on assignment, but also their spouses! This was an assignment, and some details appeared in my "Amtrak Sampler" in November 1972 *TRAINS*, but that story was much more inclusive, highlighting trends from Amtrak's first 16 months. (For the numerically inclined, I had made 20 Amtrak trips between May 1, 1971, and August 1, 1972, totaling 17,451 miles on 23 routes through 33 states and the District of Columbia. "Now is the time to ride Amtrak," I wrote, "for an unparalleled mix-or-match impression of U.S. passenger railroading.")

Our June 1972 Pacific Coast circle had an inauspicious start—a glitch in pre-computerized Amtrak's cumbersome reservation system. As we boarded the westbound *Empire Builder* in Milwaukee, we were directed to the first car aft of the diner, which was



Far from its historic Midwestern habitat, ex-Burlington E8 9970 is ready to leave King Street, Seattle, with Amtrak's *Mount Rainier*. Note the unusual GN blue scheme on the first coach.

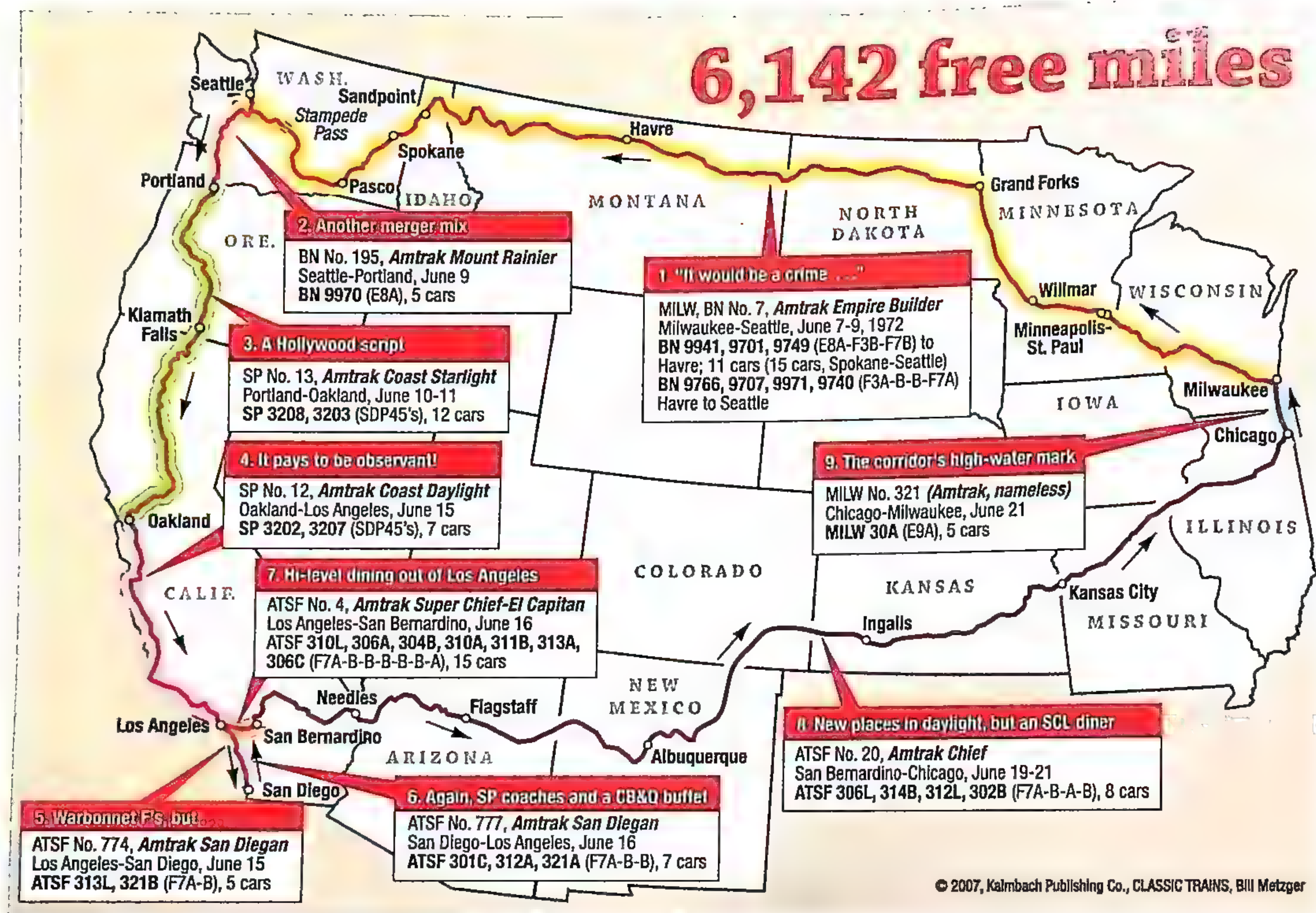
Chicago, Burlington & Quincy Slumbercoach *Silver Slumber*; behind it were two Union Pacific *Pacific-series* 10&6 sleepers.

I said, "Room G," per our ticket, but the flagman was alert. "These are first-class tickets," he said. "It would be a crime to honor those in this car." (Remember, Amtrak crews in those days were still employees of the host carriers, Milwaukee Road in this case; a Slumbercoach required only a coach ticket plus a modest space charge; and never mind we were on a comped ticket.) We were cheerfully re-accommodated in Bedroom D in UP 1406 *Pacific Cape*, the next car. Two sisters already in D went to C, whose occupant was a no-show out of Chicago. In fact, room G in the Slumbercoach was also a no-

show, from Milwaukee, the flagman said later, but who knows, that may have been us.

The consist, a mix of mostly Burlington Northern-merger colors and UP Armour yellow, included a former Great Northern Great Dome lounge, as any good *Empire Builder* should, and the route was properly ex-GN from Minneapolis to Sandpoint, Idaho (via Willmar, Minn., and Grand Forks, N.Dak.). But west of Sandpoint, the route was former Northern Pacific—there was yet no direct Spokane-Portland Amtrak route. No matter. Dutch doors were available, especially nice through the Montana Rockies toward dusk and on the Stampede Pass route in Washington.

In Seattle, after lunch at the Hippo



Restaurant (couldn't pass up a place with that name!) and a quick tour of some local rail attractions in a rental car, we were off on the *Mount Rainier*, BN 195, at 5:30 p.m. for Portland. What is today's *Cascades* corridor, with four Talgo trains each way a day, at that time had only two locals plus the tri-weekly *Coast Starlight*. Behind BN 9970, a silver ex-Q E8, 195 had blue coach GN 1087, Q dome coach *Silver Island*, NP lunch-counter diner 452, NP coach 582, and a baggage car. While in Portland, I made sure to photograph Portland Terminal's Alcos and go over to Vancouver, Wash., for BN's fleet of ex-Spokane, Portland & Seattle Alcos.

Our next train ride, on the *Coast Starlight*, brought with it the trip's only significantly negative experience, and one not attributable to Amtrak or the Southern Pacific. Generally, ever since I was out of college and gainfully employed, I've adhered to the rule, "If you must go, go first-class." That credo's most lasting reaffirmation occurred that night in darkest Oregon, when one individual's behavior aboard the *Starlight* seemed to follow a cliché-laden Hollywood script.

The *Starlight's* sleepers had long been listed as sold-out for our Saturday night ride. In fact, we would learn, Amtrak had evicted crew from their

revenue-car spaces to a deadhead sleeper on the rear in order to sell a few more rooms out of Seattle. But we boarded in Portland and so were out of luck. As I wrote in 1972, "Our sampling of coach overnight was probably under the best of conditions for such: we slept in a 48-seat, ex-Santa Fe leg-rest car (Amtrak 4865), on SP's cotton-like welded-rail roadbed."

A Hollywood script? The SP crew properly darkened the lights soon after sunset, and we tried, mostly in vain, to get some sleep sitting up in the coach seats. Parents had to quiet their kids, but things finally settled down. Then somewhere beyond Klamath Falls and midnight, in weaved a 20-something guy who'd been in the lounge car too long. He tripped and fell in the aisle—at least twice. He climbed on armrests, trying to find his bag on an overhead rack in the dark. He fell again. He stepped on people's arms. A woman passenger began beating on him with her purse. He was trying to talk but was incoherent.

Finally someone bolted to find a trainman. A scene ensued. The usual

Out of Martinez, Calif., after a rocky night, the *Coast Starlight* skims along Carquinez Strait.



The *Starlight's* ex-SCL observation car 3341 might've been at home with California's palm trees (right, at San Luis Obispo). At Oakland, (middle right), baggage-loading was crucial.

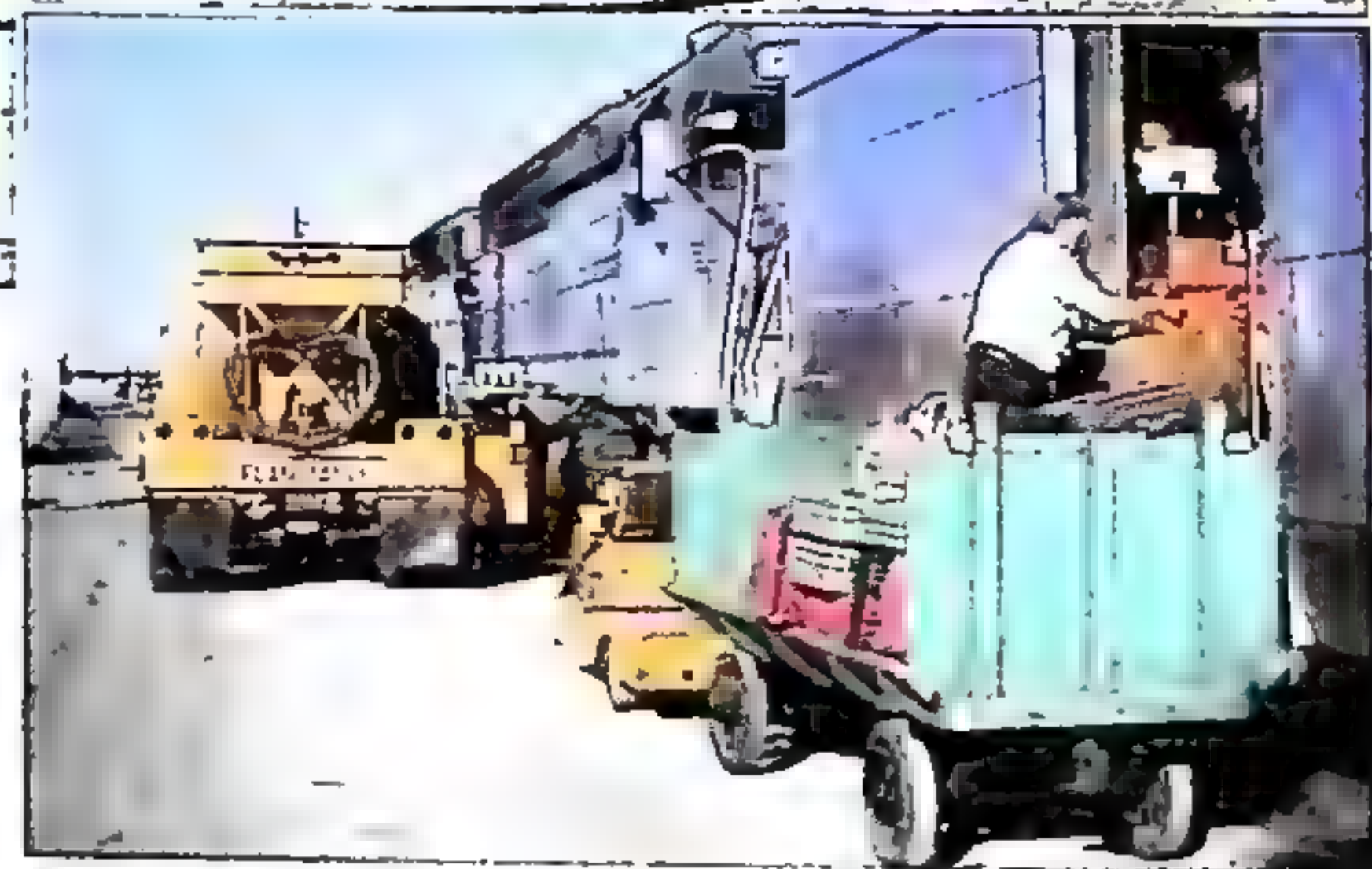
threat was made by the conductor: "Buddy, find a seat and don't say another word, or you're off at the next stop." Either the guy was sober enough to contemplate a night in the pokey in Dunsmuir or Redding, or he just passed out. Most of us then got some sleep. Next morning approaching Oakland, Carol definitively stated, "This is the last time I'm going overnight in coach, ever, anywhere." I couldn't blame her.

The four days we spent in the Bay Area, mainly geared to visiting with my sister Janis and friends from college, weren't entirely devoid of things railroad. I photographed a couple of SP commute rush hours, mostly with Fairbanks-Morse Train Masters in charge, and we rode behind a TM from Mountain View, where we stayed with college friend Ralph Weber and his wife Mary, into the City and back to connect with Janis. It was our first Bay Area visit, so we took the obligatory cable-car rides and also logged some geared-steam mileage in the woods down at Felton on the Roaring Camp & Big Trees tourist line.

On the morning of Thursday, June



15, we were at Trans-Bay Terminal in San Francisco to ride Amtrak's connecting bus (contracted Greyhound 9054) across the Bay Bridge to Oakland's 16th Street station and board the daily train that was still called the *Coast Daylight*, even though three days a week it was a continuation of the *Starlight*. Since Amtrak trains were still host-railroad schedules, this train had to adhere to SP practice and change from an odd number to an even number (11 to 12—its Portland-bound counterpart went from 13 to 14), since en route to L.A. it would "face away" from



SP's headquarters across the bay.

At 16th Street, I noticed as our bus was being unloaded that the two bags we'd checked at Trans-Bay for direct placement on our assigned coach were not in the bus's belly. Then another passenger said he was missing his luggage, too. We complained to a trainman, and lo, the train was held for 20 minutes so an Amtrak agent could drive the left-behind bags over from

Somehow, *San Diegans*, be they at San Diego (below) or en route (left), didn't seem quite right with ex-SP and Burlington equipment.





At Mountain View, Calif., City-bound SP 123 was one of many commute trains I photographed.

Tehachapi Loop and environs were all I expected, and more. Santa Fe trains met at Walong (above), and SD39's (left) led an SP eastbound above a mostly empty Route 58.

San Francisco. This gave me time to walk up front and photograph our power, another pair of SDP45's, just like the power on our overnight train from Portland. It pays, in more ways than one, to be observant.

Once we were under way, the scenic trip down the Coast Line, our first, was enjoyable and routine, even if on a train with more Santa Fe cars than SP cars. We spent most of the trip in Amtrak 3341, the round-end ex-Seaboard Coast Line observation lounge on the rear end. We would've rather been in a dome car, but SP still permitted only its own homebuilt dome-lounges on its rails, and they were assigned to the Chicago-Oakland *San Francisco Zephyr*.

From L.A., we made a 30-minute connection to continue south to San Diego on train 774 (one of only three *San Diegans* each way at the time, vs. today's 12 *Pacific Surfliners*). We had scheduled only an overnight stay, our main objective being to visit the famous San Diego Zoo. Power for our two *San Diegans* was properly, for Santa Fe's Surf Line, "Warbonnet" F units, but the consists had the opposite look from



Cajon Pass action included lots of Santa Fe trains, with three FP45's (above) being voted our top diesel consist, and a few moves on SP's Palmdale Cutoff, including a beet train with SD39's (right) plus two GP9 pushers.

our *Daylight* consist, in that almost all coaches were ex-SP, while the lead cars were ex-Burlington buffet-lounges!

Next afternoon, we went back to Los Angeles on 777 and made a 35-minute connection to the 7:30 p.m. *Super Chief-El Capitan* out to San Bernardino, where another college buddy, Charlie Mote, and his wife Linda lived for a short time. The 15-car Chicago train was mostly Santa Fe equipment, with 6 hi-levels plus a coach and sleeper that would come off at Kansas City for St. Louis and New York via the *National Limited*, an all-but-forgotten early-Amtrak transcontinental service. Our power was a "perfect" (cab unit on each end, booster units in between) consist of seven Warbonnet F's. We were coach passengers, of course, but spent most of the 115-minute ride to "San Berdoo" enjoying dinner in the hi-level diner.

Over the next two days, Charlie took us to two nearby California landmark rail attractions on most everyone's "must see" list, plus another I'd never heard of. (I'd been to the L.A. area just once before, for the 1964 Rose Bowl game, but we'd had no time to get this far from the city.) First, we drove up to Tehachapi Loop. Since it was a weekend (Saturday, June 17), Charlie's hometown pal Dave Brandes



Finister Canyon, at Colton Tower we caught a Centennial-led JIP eastbound



Tehachapi Loop and environs were all I expected, and more. Santa Fe trains met at Walong (above), and SD39's (left) led an SP eastbound above a mostly empty Route 58.



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Heading for San Timoteo Canyon, at Colton Tower we caught a Centennial-led UP eastbound.



his girlfriend were able to join us. In those days, one could get right to track-side at the north portal and above the Loop's tunnel, simply by carefully negotiating barbed-wire fences. For the day, we netted nine Santa Fe and seven SP trains, plus some helper moves.

Next day, we began on Cajon Pass, shooting about a dozen trains, most of them Santa Fe. We drove out to Bar-

At Barstow, the *Chief* is serviced as UP's first Centennial, 6900, passes with a westbound.

Parting the citrus groves of San Timoteo Canyon in late afternoon is SP 8692 West.

stow briefly, and en route lucked into a short chase of one of Southwest Portland Cement's FM H20-44's on its quarry line east out of Victorville. Back on Cajon, we finished with the eastbound Amtrak *Chief* (more on which in a moment), then went back through San Berdoo and got an eastbound UP freight at the famous Colton Tower crossing. Finally we went east, to an



interesting area Charlie had discovered, and which at the time didn't get much publicity: San Timoteo Canyon on SP's Sunset Route. In good afternoon light, we notched three west-bound freights, but ran out of time to go on up to Beaumont Pass summit.

Carol's and my last long train ride of the trip began Monday at 3 p.m. (22 minutes late) on the Santa Fe, but not on the "Super." For this one summer only, from June through September, Amtrak ran a 12-hour-opposite, plain-old *Chief*, on a 40-hour schedule to Chicago. An advantage in riding it was that one got to see "the other half" of the Santa Fe (including places like Ingalls, Kans.—wrong spelling, but close), portions covered in daylight instead of during the "Super's" usual darkness. Another plus was that I got to say hello—in the 110-degree dusk hours of Needles, Calif. (a wee-hours stop for the "Super")—to my friend (and future publisher) Joe McMillan, briefly consigned to that desert outpost as a trainmaster by employer Santa Fe.

That's friend Joe McMillan in the yellow shirt walking toward us on the platform at Needles (right). On the "opposite schedule" *Chief*, one got to see unfamiliar places in daylight, such as Dodge City, Kans. (below).

A minus on this "Plain Old Chief" was that, while we slept in *Pine Mesa*, a good old Santa Fe 10&6, we had to dine in a tile-floored, triangular-tabled café-lounge of Seaboard Coast Line heritage—the full-service Santa Fe diner with a Turquoise Room dome-lounge car attached was for the *Super* only. On Chico's path, this was heresy, even more incongruous than the former Seaboard observation on the rear end of the *Daylight* that our luggage almost missed, or all those SP coaches on Santa Fe's Surf Line—all just more illustration of Amtrak's "circus" years.

Nevertheless, on-board service on the *Chief* was fine. After a 13-minute-early arrival in Chicago at 7:17 a.m., we finished up our 6,142 Amtrak miles

on nameless train 321 to Milwaukee, a five-car consist (including a dome parlor observation and a dining car) running in reverse that in the afternoon would become the *Abraham Lincoln* for St. Louis. That two-year period (November 1971-October '73) of trains running *through* Chicago would be the high mark for the Milwaukee end of the corridor for almost three decades, with seven trains available in each direction.

As I said, though, in those more innocent times, all our Amtrak miles on this jaunt were free, our tax dollars' contribution to the infant national passenger railroad. And no, Carol has never gone coach overnight again. Nor have I . . . well, at least by schedule. ■





All night on a 2-10-2

I asked Illinois Central for a photo permit, but got an engine-riding permit instead. Hey, I was just following instructions. We made it work, though

By R. R. "Dick" Wallin
Photos by the author

My first railfan activities were incubated in the early 1950's by two high-school buddies, Bill McKenzie and Maurie Walker, in our hometown of Kirkwood, Mo., a St. Louis suburb. By this time, the big doubleheader steam show that Missouri Pacific had performed for us on Kirkwood Hill was a thing of the past, and most St. Louis-area operations were

dieselized. Three exceptions were a bit of Illinois Central and New York Central steam over in East St. Louis on "the Illinois side" and a few Missouri Pacific 2-8-0's and 2-8-2's at the yard down in Dupo, Ill., a few miles south. St. Louis Union Station still hosted a couple of regularly steam-powered trains, both overnight runs, one on the Baltimore & Ohio from Cincinnati and the other an NYC train from Indianapolis.

Therefore, we felt the need to travel farther afield to find some major steam operations. We knew IC still operated

IC 2811, which I saw at Carbondale (above) two days before my ride, was a 1921 Lima, IC 2995 (in series 2901-3025), and among 20 "modernized" at Paducah (in late 1944) with a new boiler and renumbered as 2800's.

steam through Illinois on the main line south from Chicago, and a look at the map revealed that it crossed the B&O main line at Odin, Ill. Naive as we were, we thought that must be a mighty busy rail junction, so one sunny Saturday we drove over to Odin, 65 miles east of St. Louis. What a disappointment—Odin was just a diamond crossing and an abandoned depot; I don't even recall an interchange track there.

In looking south, however, we could see black smoke, so we headed that way and soon came to Centralia, 8 miles away. As we arrived in the north end of town, we saw what appeared to be an engine terminal a few blocks to the west. Sure enough, it turned out to be a Burlington roundhouse with several 2-8-2's and 2-10-4's on hand. We bailed out of the car, cameras in hand, and took about five steps before we received a polite but firm invitation to depart.

Despite that setback, we figured the IC must have some kind of facility in Centralia, and perhaps the folks there would be more friendly. Once again following the smoke, we headed south to a

IC employees were, indeed, much more friendly than their counterparts at "the Q," but told us that we should obtain photo permits for future visits.

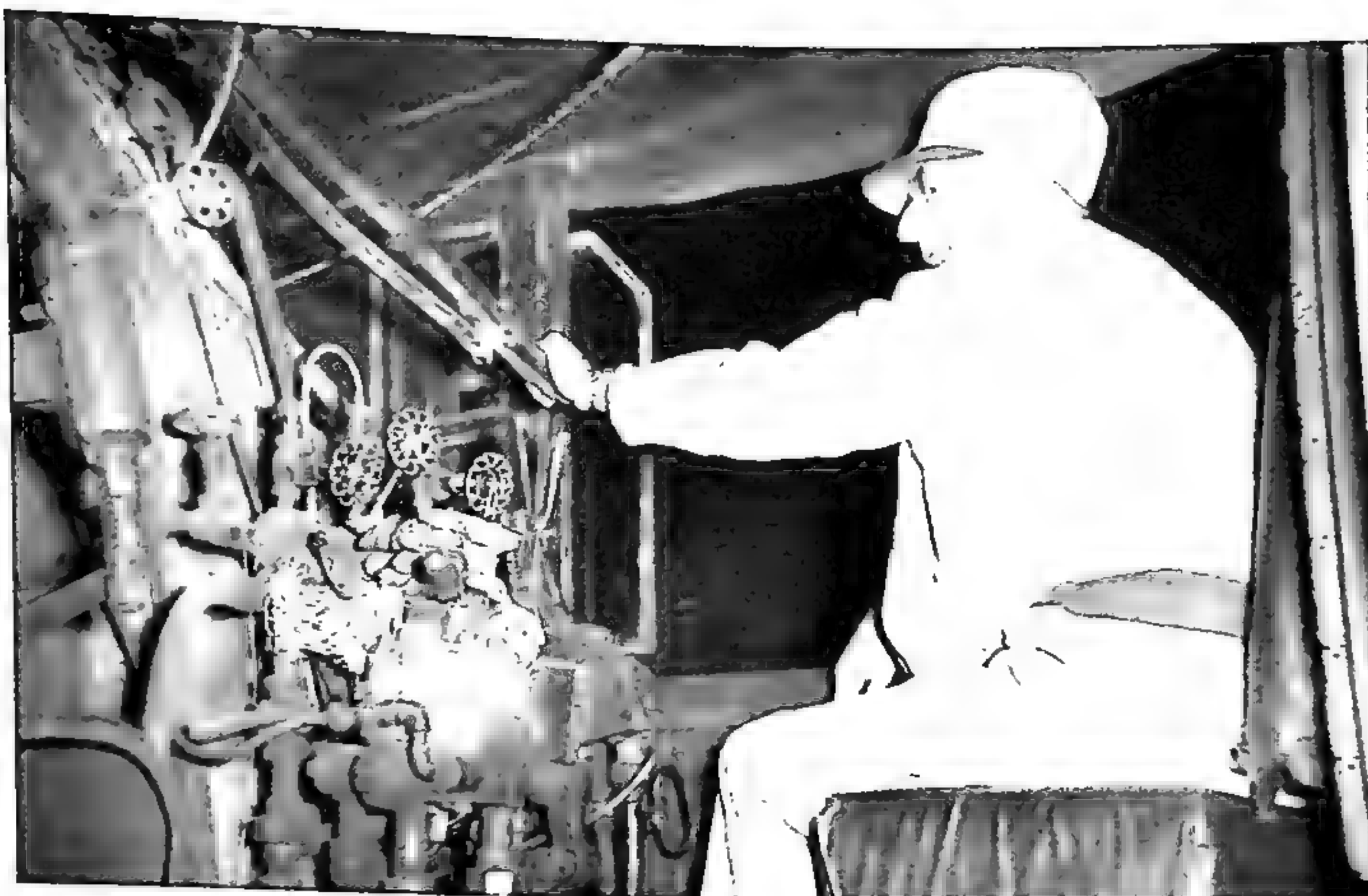
A surprise in the mail

But wait! Something was wrong. None of the blanks on the carbon copy matched up with what was typed from the original. Then I looked at the top of the carbon copy—what I had received was not a photo permit but an engine-riding permit!

Holy cow! Even at only 20 years of age, I think I must've almost had a heart attack. What should I do? There wasn't time to write back and correct this. Obviously Mr. Zimmerman's secretary had grabbed the carbon copy form off the wrong stack. Or did she? Hmmm. Maybe she did it intentionally, knowing what a thrill it would be for a young guy to ride some steam engines. I dutifully followed the instructions, signing and returning the original, and put the carbon copy in my camera bag.

The error created another dilemma for me; it allowed engine-riding, but not photography, which was my primary objective. I quickly put my mind at ease, though, with the logic that I would be wanting to ride the engine to get

Paperwork from the memorable IC overnight mine-run ride helps keep the memories fresh now a half century later. Note the speed restriction on order No. 577 (top, left) account the Du Quoin Fair.



I couldn't have asked for a better chaperone for the night's adventure than engineer Ray Maxfield, whom I photographed running 2811 that night somewhere in deepest Illinois.

that type of photo; I figured the crews would understand that. I surmised that I could talk my way through any of this. The employees at the Centralia roundhouse office knew me by this time, so I figured that by strolling in, waving the sheet of paper, and saying that I now

had an engine-riding permit, they would not look at the fine print. That was exactly what happened—no one scrutinized the form.

My next problem was that you can't get much of a picture of a steam locomotive in action while you're in the cab. Thus, I figured I might as well ride at night, so I wouldn't lose any daytime photographic opportunities. After discussing my request for a night ride, the

FORM 19

ILLINOIS CENTRAL RAILROAD

To C. and R.

TRAINING COMMITTEE SOUTH
EMERGENCY DIVISION

Train Order No. 377

Date: JUN 22

At: CENTRALIA

Station

M.

Open

ALL TRAINS REDUCE SPEED TO 20 MILES PER HOUR
WHILE CROSSING OVER ALL STREET AND HIGHWAY
CROSSINGS DIVISION AND LOOKOUT FOR PEOPLE AND
AUTOMOBILES CROSSING TRACKS ACCOUNT DIVISION FAIR

FD-302

19

ILLINOIS CENTRAL RAILROAD

To C. and E.

YARDMASTER AND TRAINING

STARTING DATA

Train Order No. 209

Date AUG 27

At Chicago

Trainer

Open

NO 52 DUE TO LEAVE NORTH CAIRO AUGUST 27TH 12 AM

NORTH CAIRO TO CENTRALIA

NO 23 DUE TODAY

Form 847

J-155M-2-54

ILLINOIS CENTRAL RAILROAD
CHECK OF TRAIN REGISTER

Station
Conductor

Checked by Carroll
H. E. Hines AL 930/K M.

Train 8-27-1957

A. M. or P. M. Departed

Train	Signal	Arrived	A. M. or P. M. Departed
1	9100		1215 P. M.
63	-		102 -
5	-		853 -
9			
8	9100		146 P. M.
	-		740 -

RV MAXFIELD 2232

Conductors will register time

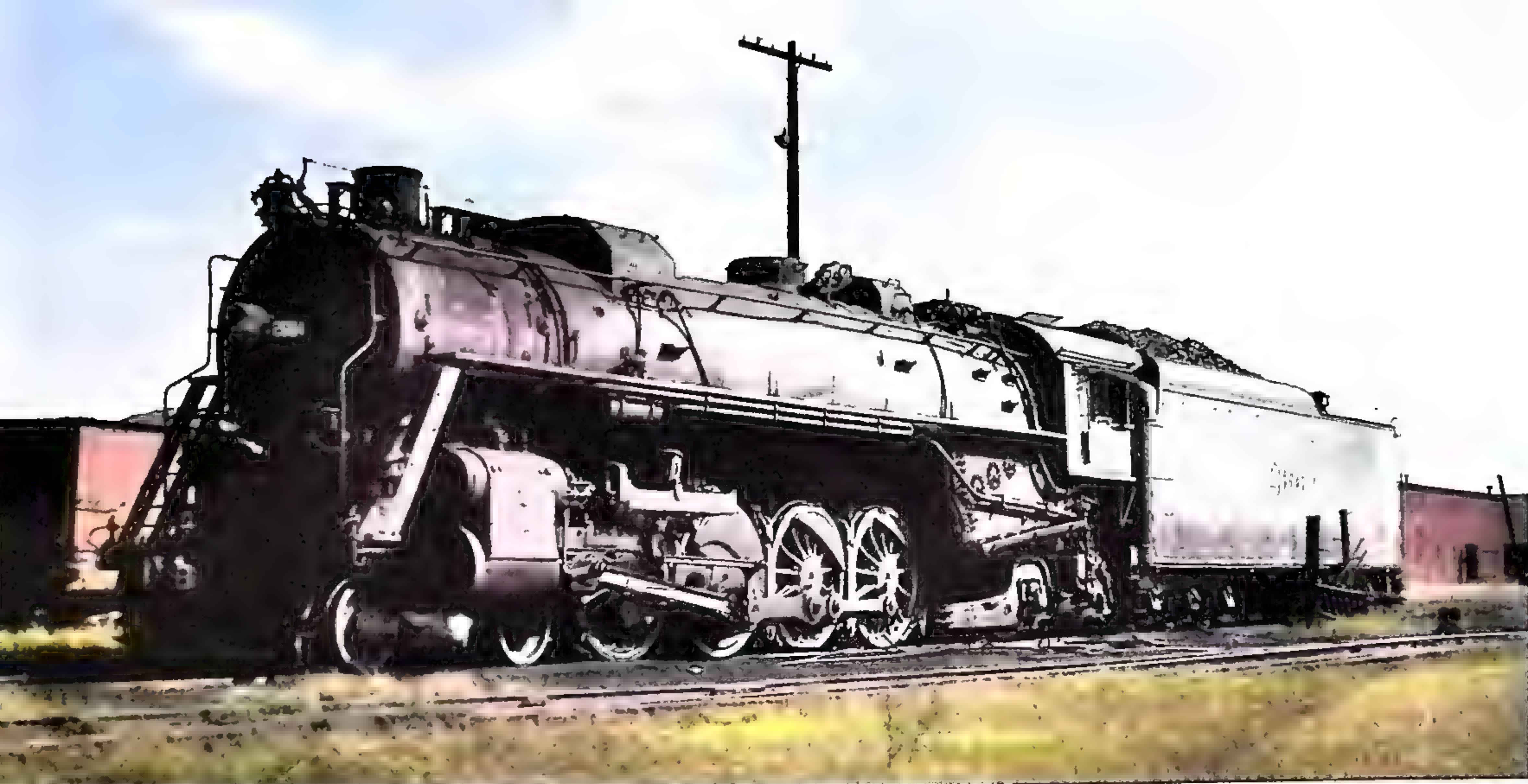
J-11004-12-28
 Form 44
Illinois Central Railroad
CLEARANCE
 Station Centralia, Ill. Date August 27, 57
 To C. & E. Train Extra 1811 South
 I have Two orders for your train
 Number 201 577
 On account of a preceding train do not leave this station until _____ M.
Bowling Operator Time 857 P. M.
 ... not affect any orders you may have received.
 ... proceed with all train orders, and also as otherwise prescribed by the rules.
 ... this train is currently designated, also see that the

CLE EXA 2811 SOUTH

CARBONALE ILLS 8-27-57 9 PM

TAKE 45 REAR CYCL CARS TO FORSYTH MIKE AND PLACE FOR LOADING
SET OUT BALANCE CYCL CARS WITH END OF "NEW STORAGE DU QUIN"
LOOK OUT FOR AN MTY CYCL CAR SETTING TO LE'D JUST WEST OF TIPLE AT FORSYTH
9153
9-3 E'G SOUTH PASS DU QUIN" ABOUT 1130 PM
9-1 EXA 9887 SOUTH PASS DU QUIN" ABOUT 1145 PM

RCJ



IC folks told me that 2604, one of the 20 4-8-2's built from scratch by IC at Paducah in 1942-43 and pictured at Centralia in mid-'58, was given the white-stripe accents when it was the last engine overhauled at Memphis.

men at the roundhouse determined that a run late that evening with engineer Ray V. Maxfield would be just the ticket. Power would be a fat-boilered 2-10-2, No. 2811; the assignment was to take empty hoppers to a mine 50 miles south of Centralia, pick up the loads, and be back in Centralia about 9 a.m.

At about 9 p.m. on August 27, I was introduced to Mr. Maxfield and the rest of the crew. They seemed a bit amused by the request of a 20-year-old in Levis and white T-shirt with a bulging camera bag to ride all night on a dirty steam engine, but they turned out to be a friendly bunch. Maxfield was the archetypal steam engineer, thin and wiry, wearing a typical billed cap and possessing a friendly demeanor. I couldn't have asked for a better chaperone for the night's adventure.

Life on a mine run

Our orders were to take 45 empties south to Forsyth Mine, pick up its loads, and do some set-out and pick-up work at Du Quoin, a junction town on the main line 26 miles south of Centralia. We finally got out of Centralia about 11 p.m. As anyone who has ridden a steam engine knows, there is a great deal of

ceremony involved in readying the beast to depart: fine-tuning the fire, checking supplies, wiping down all surfaces and valve handles, and so forth.

As we go through life, there are certain fragrances which remain indelibly etched in our memory . . . the perfume worn by your first love, or even the smell of a country outhouse. Certainly for a non-railroader, the smells of a steam locomotive cab is another. Once you have experienced them, you never forget, and I have not forgotten the olfactory mixture of the 2811's cab.

It was probably about 2 a.m. by the time we reached Forsyth Mine, on a branch east of the main to the northeast of Carbondale. We spent about an hour at the mine, setting out and picking up cars. I could see from the mine's floodlights that the entire yard complex had, for lack of a better word, squiggly track. Nevertheless, engineer Maxfield pushed, pulled, and shoved with abandon, just as if he was in a little 0-6-0 instead of a lanky 2-10-2. I was almost afraid to look, as I expected us to pick a switch point and jackknife our tender. Finally our work was finished, and we got our train together and headed for Du Quoin.

Railroading is full of hurry-up-and-wait, and we experienced that at Du Quoin, where we had to sit a couple of hours for a late No. 10, the northbound *Seminole*. We killed about an hour getting coffee, during which I was able to listen in on the usual train-crew talk about who was first out on the extra board and such. On one occasion during a lull, I tried to steer the conversation toward which were better engines,

the 2700- or 2800-series 2-10-2's, or the 2600-class 4-8-2's. The crew's response was brief, mainly that they ran whatever engine the roundhouse gave them, and one was usually about as good as another for the runs they handled.

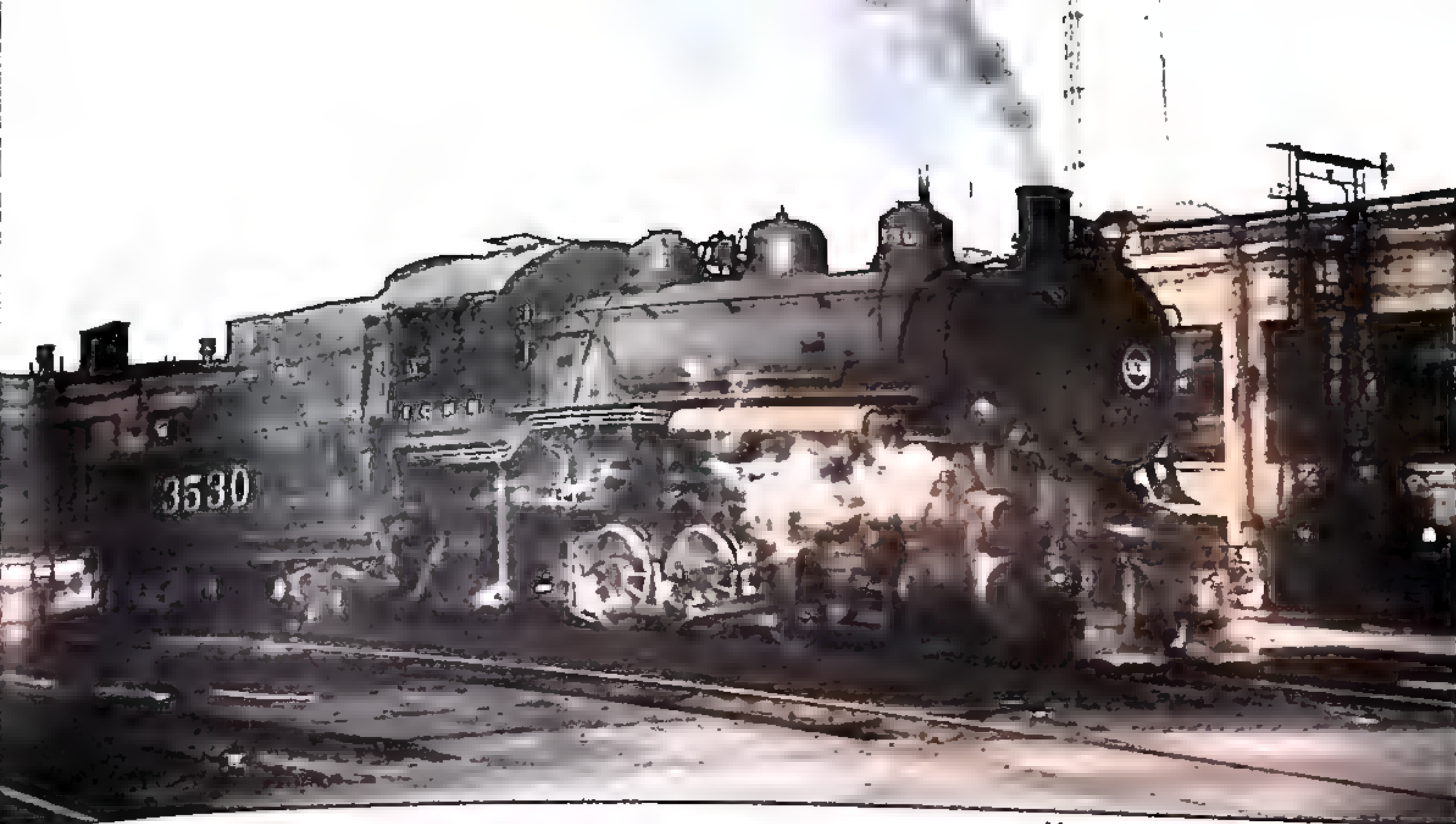
After the coffee break, we got our train together in the compact Du Quoin yard. The town also had a small engine terminal with perhaps a half dozen Mikados and a couple of 0-8-0's for mine runs and local work. A branch ran east from Du Quoin to Benton, where there was another engine terminal, and then on to Akin Junction on the Edgewood Cutoff. (This line is still active today under Canadian National, but the mine branch to Forsyth is long gone.)

With our Du Quoin yard work done, we sat for another 45 minutes before, finally, the oscillating headlight of No. 10's lead diesel shone in the distance. By now the sun was just coming up, so I stuck my movie camera out the 2811's cab window to catch it going by. The lead unit turned out to be one of Central of Georgia two E8's (811 and 812), still in the blue, gray, and orange color scheme, in run-through service on this Chicago-Jacksonville, Fla., train. Not long afterward, the two units were repainted into IC orange and brown, with CENTRAL OF GEORGIA in the crossbar of the IC diamond emblem on the nose, to conform with IC's practice of requiring all equipment regularly used on its streamliners be in matching colors.

After No. 10's departure, we had the northbound main to ourselves the rest of the way back to Centralia. One of our two Form 19 orders was No. 577, to not exceed 20 mph through Du Quoin

More on our Web site

View some of author R. R. "Dick" Wallin's Illinois Central movies from his Centralia adventures at www.classictrainsmag.com.



Monty Powell; J. David Ingles collection



While riding around Centralia yard in November '57 with Ray Maxfield (left, at throttle) on 0-8-0 3530 (photographed by a friend Nov. 6, top left), I snapped a shot of the engineer on another 0-8-0 (above) as we passed it.

owing to the State Fair being under way (Illinois is unusual in having two State Fairs, one in the capital of Springfield and the other down in Du Quoin).

A few miles south of Centralia, engineer Maxfield hollered at me and gestured off to the east, where glinting against the rising sun was 4-8-2 2604, coming in off the branch to the Orient Mine. The 2604 was my favorite IC steam engine, as it had white-striped driving wheels and running boards, plus small silver stars on the cylinder and valve heads. Employees at Centralia told me that 2604 received the dress-up treatment because it was the last steam engine overhauled at Memphis.

Bonus encounters

Entering the Centralia yard, we overran a switch at which we were supposed to stop and realign by hand. This resulted in some swearing and driving-wheel spinning in order to get us into the right

the yard alongside us, so I was able to take some good movies of it.

After we tied up at the roundhouse, I was one happy, dirty, and tired 20-year-old. I thanked the crew profusely, and Mr. Maxfield said he'd be glad to have me ride along any time I wanted to. Before heading home, I made a quick stop at the CB&Q roundhouse and found 2-10-4 6315, an engine that had eluded me for months. It was the only Q 2-10-4 I saw that didn't have a big, ungainly Mars light mounted above the headlight. I took a few pictures, but soon was greeted by one of the employees asking me to leave. I told him, "Hey, you guys ought to be more friendly to people; the IC let me ride on one of their steamers all night last night." He looked at me as if I was crazy and walked away.

My next foray to the area was over Veterans Day weekend in November 1957. I had become acquainted with an engineer, Art Jones, based at Benton,

had been called out on a run during the night and would be on 2-10-2 2702, and that I should check at the enginehouse to see where he was. Turned out I didn't need to—I ran across him as soon as I got there and then rode out with him over to Akin Junction and back.

My final hurrah on Illinois Central steam was in fall 1958, when I photographed some 4-8-2's and 2-10-2's in action, but I didn't do any riding. One night, though, I was driving through Centralia and just for kicks, I asked if engineer Maxfield was on duty. Sure enough, I was told he was on 0-8-0 3530 somewhere in the yard. I tracked him down and rode with him for about an hour, shooting a few black-and-white frames with a cheap Brownie flash camera. Then he told me he had to put an office car on the back of a passenger train at the depot, so it might be best to not have non-crew people in the cab.

We bid our good-byes. It would be the last time I would see engineer Max-

1976: Star-spangled railroading



J. David Ingles

FLASHY START FOR BIG BLUE: Consolidated Rail Corp.—ConRail, initially—takes over the bankrupt Penn Central, Lehigh Valley, Erie Lackawanna, Reading, Jersey Central, and two smaller roads on April 1 in a government-backed effort to save Northeastern railroading. Before solid blue is adopted as Conrail's locomotive livery in May, CR 4800—the first GG1 electric—emerges in a scheme honoring the nation's Bicentennial (she joins at least 100 other locomotives given "Bicen" paint jobs by scores of railroads in the mid-'70's). The landmark motor is pictured September 5 at Lancaster, Pa., on a National Railway Historical Society convention special; tucked behind the G is Amtrak E60CH 972, feeding head-end power to the Amfleet consist. . . . Elsewhere under Amtrak wires, a four-axle, 6,000 h.p. box-cab from Sweden begins testing in October; it becomes the prototype for 47 AEM7's built 1980-81.



H. Reid

DIESELS AND TURBOS: EMD introduces the GP15-1, first to order the "Baby Geep" is C&NW. General Electric drops its "U" prefix for diesel models in favor of a new system with the suffix "-7". Amtrak's Rohr-built Turboliners, based on a French design, enter service September 20.

BICEN STEAM: The American Freedom Train, the rolling Bicentennial exhibit launched in March '75, tours the nation until December 31. Three steam locomotives take turns on the point, but ex-SP 4-8-4 No. 4449 (left, westbound at Crewe, Va., in October '76) is the primary power. On August 28-29, she heads a blockbuster Atlanta-Washington excursion on the Southern.



William J. Husa Jr.

CAMPAIGNS—TRAINS AND PLAINS: In this election year, President Gerald Ford rides a campaign train May 15 through Michigan on the Grand Trunk Western, while September finds Georgia Gov. Jimmy Carter aboard a New York-Chicago Amtrak special. Carter's symbolic campaign HQ is the 1888 Seaboard depot at his hometown of Plains, Ga. (left).

FLAGS FALL: Missouri Pacific on October 15 absorbs Chicago & Eastern Illinois and Texas & Pacific, under MP control for years and decades, respectively.

VIA CN
CP Rail

System
Timetable
October 31, 1977
April 23, 1977

Indicateur
général
7 mai 1977
23 avril 1977



Timetable, CLASSIC TRAINS collection; LRC, CP Rail

FAST AND FASTER IN CANADA: On March 10, the prototype LRC diesel (MLW, 1973) and coach set a Canadian speed record of 124.5 mph on CP Rail east of Montreal (above). Six weeks later, on April 22, a Canadian National TurboTrain (United Aircraft, 1968) tops that by hitting 139.4 mph east of Brockville, Ont. The Turbo carries a new livery that includes markings for both CN and VIA Rail Canada. Begun as a program to improve CN and CP passenger service, VIA issues its first joint CN-CP timetable on October 31 (inset), and goes on to become the Canadian version of Amtrak.



Mike Small

CLASS ACT: On November 24, the day before Thanksgiving, Southern Railway receives ICC permission to drop the Washington-Charlotte, N.C., *Piedmont*. So as not to disrupt travel plans, the road keeps the train on through the 28th; the last westbound (above, at Charlotte) carries a **THANKSGIVING SPECIAL** nose emblem. The flagship *Southern Crescent* remains, for 26 more months.

MISCELLANY: Santa Fe completes a \$50 million freight-yard improvement program at Barstow, Calif. . . . Amtrak vacates Louisville Union Station when it moves the *Floridian* to a new terminal built by Auto-Train for its short-lived Midwest-Florida service. . . . G5 4-6-2 No. 1201, the last engine built (1944) at Canadian Pacific's Angus Shops in Montreal, is restored for fantrip service by Ontario Rail Association volunteers. . . . EMD No. 1976, a 10,000 h.p., B-B-B model GM10B experimental electric, joins GM6C (6,000 h.p., C-C) No. 1975 in freight service on Conrail; the white hood units with Swedish components are idled when CR decides to end electric operations, which occurs in 1981.

FIRST F40's: Amtrak's SDP40F's of 1972-73 lacked head-end power and gained a reputation as derailment-prone oafs that ultimately resulted in their being banned from some roads. Seeking a unit that could supply HEP to a new generation of cars and stay on the track, Amtrak gets 25 GE P30CH's (late '75-early '76) and 30 EMD F40PH's (an early few are at Chicago March 28). The F40 becomes the standard North American passenger diesel; 475 are built for eight carriers.

Ron Plazzotta photo, J. David Ingles collection

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The Way It Was

Helping the helper crews at Lamanda Park

In Pasadena, it was the best of times for a Santa Fe train-watcher



Stan Kistler

In early 1946, my family moved into a small house near the corner of Craig and Walnut in the Lamanda Park section of Pasadena, Calif. This was an ideal location for me, a railfan even then, because the Santa Fe's main line passed within a hundred yards of our front porch.

Soon after we moved in, I started to keep a daily log of the trains I saw. I was still in school and so missed many of the daytime trains except on weekends and holidays. Postwar passenger business on the Santa Fe was booming. On the Second District (of the Los Angeles Division) there were 11 scheduled daily passenger trains, 13 on the four days a week the *Super Chief* and *El Capitan* ran. Add to this second sections every day of the *California Limited*, *Grand Canyon Limited*, and *Fast Mail*, then add the deadhead and military moves to accommodate troops returning from the Pacific, and it was the best of times for a Santa Fe train-watcher.

Our house was also just a few blocks west of the Pacific Electric Sierra Madre interurban line that crossed the Santa Fe at Sierra Madre Boulevard. The PE

had an interlocking tower there, manned around the clock, with Santa Fe paying 50 percent of the costs. The tower controlled distant and home signals and derails on both railroads, as well as the west switch to Santa Fe's Lamanda Park siding. The Lamanda Park station was three blocks farther east of the tower, where San Gabriel Boulevard and Walnut Street joined.

Lamanda Park got to be a busy place in late afternoon and early evening. The Second District local freight from San Bernardino often showed up around 4 or 5 p.m., and more often than not did some switching. A little later, the eastward "pickup" from Los Angeles, usually with a 3129-class 2-8-2, came in and switched the packing house, taking the loads of citrus on to San Bernardino. Then, about 7:30 p.m., First 4, the eastbound *California Limited* sleeper section, arrived, doubleheaded with a 4-8-4 road engine and a point helper that was anything the Los Angeles roundhouse could scrape up, from a lowly 1950-class 2-8-0 to a 3700-class 4-8-2. The helper fireman would usually be on the bottom rung of the cab lad-

Santa Fe's *Chief* approaches the Lamanda Park siding on May 17, 1946. The fireman on the helper is ready to jump off and uncouple his 4-8-2 so it can move into the clear and let 4-8-4 No. 2921 continue east with train 20.

der, ready to jump off to uncouple the helper and line the siding switch the instant the train came to a stop. Once the helper cut off, the road engineer would whistle for an air test, and by the time the helper was in the clear in the siding and the switch was lined back, he had gotten his highball from the rear flagman, given two long blasts on the whistle, and was starting to notch out the throttle.

It was downgrade eastbound from here to Monrovia with a 100-mph speed limit except for a couple of 65-mph curves through Arcadia and Monrovia, and it was really a thrill to watch and listen to those magnificent 4-8-4's accelerate from a dead stop with one of the "old head" passenger engineers like Frank Gillette, Clem Hennessy, or Steve Hiler in charge. Gillette was one of those engineers who loved his job, and it was evident in the way he ran his

locomotives. He was also a "whistle artist," and there were nights I can remember hearing him blow for all the crossings between Lamanda Park and on through Arcadia, running as fast as he was allowed, that beautiful Santa Fe six-chime whistle melodiously wafting back in the night air.

Second 4 was usually right on First 4's block, and the same helper cut-off ritual was repeated at Lamanda Park. The two helpers stayed in the siding and waited to run light back to Los Angeles after No. 2's helper joined them about an hour later. It was here during these evenings that I made friends with the helper crews. With an hour or more to wait, they would gather under a tree and swap railroad yarns. On occasion, local residents would drive up and stop, and I remember one woman in particular who offered the men some coffee from a Thermos each time she came by.

Often an engineer would invite me up into the cab, where the smells of lubricating oil and steam mixed with the vibration of air pumps, and sounds of the spot fire burbling in the firebox would come together with the visual images of gauge lights and the flicker of the fire reflected on the tender sandbox as it escaped from the peephole in the firebox door. Believe me, this 15-year-old took it all in with relish.

Two shorts, and a long friendship

One night, when I was up in the cab with engineer Howard Bryant and his fireman on a 3700-class 4-8-2, a west-bound passenger train was approaching. Bryant told me that this would be First 7, the *Fast Mail*, running about an hour late. Then he said, "I want you to get up here in my seat and grab the whistle cord. When he goes by us, he'll whistle a long and two shorts, and when he does, you yank that whistle cord two short toots as hard as you can." I did exactly as I was told as the big 4-8-4 and its mail and express train slammed by. Bryant gave me a "well done," and explained what I had done was to acknowledge that First 7 was carrying green flags, indicating that a second section was following. That night was the start of a friendship with Bryant that would last for more than 40 years.

Just before 9 p.m., train 2, the *Scout*,



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The Way It Was

would arrive, and again the move to cut off the helper was repeated. Since Lamanda Park was not an open office at night, No. 2's helper crew would pick up train orders at Pasadena for the return to Los Angeles for all three engines, coupled together. Since there was no way to turn the locomotives here, they backed all the way. Once in a while, the size of First or Second 4 would be such that the helper would go through to Azusa, in which case the Lamanda Park engines would wait until the Azusa helper came west. It would always be headed west because it turned on the wye at Azusa, thus making the trip back to Los Angeles safer than backing.

Another interesting point regarding this helper operation was that, accord-

ing to special rule 37 in the timetable, because of weight restrictions, only two coupled locomotives of the 3129 class or heavier were allowed on bridges C-136, over the Arroyo Seco near Highland Park, and A-140 over the Los Angeles River between Broadway and Mission Tower. The three light engines from Lamanda Park were thus required to uncouple and run one-two over both these bridges and recouple on the far side.

The Lamanda Park passenger helpers were finally phased out as postwar trains dwindled in size and the converted 158-class FT diesels and later the F3's and Alco PA's began to bump the big 4-8-4's. But it was sure a memorable experience for this railfan while it lasted.—Stan Kistler

Fastest hogger on the slim-gauge

A 1923 tragedy inspired a desperate dash on the Rio Grande

My grandfather, Marvin Rhodes, lived for almost a century, and he spent more than half of his long life working out of Durango, Colo., on the narrow-gauge lines of the Denver & Rio Grande Western.

He hired out as a fireman in 1911, and was promoted to engineer during World War I. By the end of the war, my grandfather and his growing family were living comfortably in a small white house several blocks east of the Durango depot.

Then tragedy struck. His wife—my grandmother—was hit by a speeding truck as she walked with friends on a hot July evening in 1923. Neighbors carried her home and called the doctor. He came, examined her, administered pain medication, and then predicted that her internal bleeding would prove fatal within 24 hours.

As was frequently the case, my grandfather was away from home that evening, playing cards with his buddies in Chama, N.Mex., the east end of his district. A telegraph was dispatched from Durango to Chama informing him of the accident.

He needed to get home quickly, but how? There were no westbound trains

scheduled out of Chama until the following day. My grandfather did not have an automobile at his disposal; even if he did, it would have been foolhardy to attempt the unimproved mountain roads in the dark.

His railroad buddies came to the rescue. A locomotive was dispatched to run light from Chama to Durango that night. A crew was called, with my grandfather as the engineer. Orders were issued giving his engine rights over all other traffic on the line. I suspect that several railroaders risked their jobs when they allowed a distraught engineer to use a locomotive for personal transportation, but the railroad fraternity knew that the Rio Grande brass would not find out about this unusual move unless there was a wreck.

They pulled out of Chama sometime after midnight and arrived in Durango at sunrise. My grandfather ran all the way to his home.

My mother, 12 years old at the time, had spent the night sitting at her injured mother's bedside. She recalled her father bursting through the door, looking like some sort of wild man. His face was blackened with soot and coal dust, except for two white circles



John P. Ahrens

Show of strength

Richmond, Fredericksburg & Potomac 2-8-4 No. 579 makes a Vesuvian show of restarting a northbound freight about 2 miles outside of Alexandria, Va., on April 5, 1948. Just behind the photographer, who probably got more than he bargained for if he'd been hoping for a dramatic smoke plume, is RF&P's bridge over the Southern Railway main line.

around his eyes where his goggles had been. He glistened with sweat, his chest was heaving, and he had a crazed look on his face. "Did I make it in time?"

Yes—my grandmother was still alive and conscious. Husband and wife had several hours to say their good-byes before she slipped away later that day.

Time would help ease the hurt, and

perhaps blur the memories. Forty years later, my grandfather told me the story of this Chama-to-Durango race. He claimed to have run the locomotive so fast that the inside drivers lifted off the rails on one of the curves. This, he said, earned him the reputation of "fastest engineer on the narrow-gauge."

—David L. Webster

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What kind of day did you have?

Being clear of an L&N track was not enough to keep one motorist out of harm's way

One day in 1965, a friend and I were searching for the obscure terminal of the Tennessee, Alabama & Georgia Railroad in the Alton Park section of Chattanooga. Coming up on a railroad crossing, we decided to parallel the line in hopes of intersecting the TAG. The edge of the street was right at the end of the ties.

Within two blocks we spied a Louisville & Nashville switch crew approaching with a short cut of cars. As its shadow passed over us (yes, it was that close), we noted a 50-ton-capacity hopper car with extended sides rocking appreciably as it made its way toward downtown along with a dozen loads and empties. Within another couple of blocks we determined this was not the route to the TAG, so we turned around and drove back along the L&N track.

As we approached the original crossing we'd found earlier, we observed a stunning sight. That hopper car, a load of coke, had turned over into the street. A hapless driver was waiting to turn right at the crossing as soon as the train passed. The wayward hopper car did not strike his vehicle, but the lading came out like a tidal wave, flooding the car with coke, beating the sheet metal into a dented mess, breaking out the



C. K. Marsh Jr.

Bad day: Bystanders inspect a sedan deluged with coke during a derailment in Chattanooga.

windows, and flattening all four tires. There was a dark, dusty cloud over the entire scene. I jumped out of our car and observed the motorist, still behind the wheel, right up to his neck in coke. When I opened his door, coke spilled out into my shoes and pants as I helped him get out of the car.

Moments before, he had been an ordinary-looking white man, but now he was black over every visible surface. Since he was not hurt, we did not stay around for the police investigation, but I've often wondered what he told his family around the dinner table that night about his day.—C. K. Marsh Jr.

Kindnesses on the Omaha Road

Everyday railroaders helped a small-town boy become a lifelong railfan

At nearly 70 years of age, I am still enthralled at the passage of trains. Today's trains—often featuring high-horsepower diesel locomotives, radio-controlled helpers, rotary-dump coal cars by the unit-trainload, and containers carrying products from halfway around the world—bear little resemblance to those of my childhood experiences which solidified my fascination with railroading.

However, as I reflect on this, the common denominator seems to be massive-

ness and purpose. The size, power, and determined forward progress of trains (most of the time) appears today to be about the same as it did in 1947 to a young boy of 9. I grew up many miles from big-time railroading—in Adrian, Minn., on the Chicago, St. Paul, Minneapolis & Omaha (the "Omaha Road," a semi-autonomous Chicago & North Western subsidiary) branch line from Worthington, Minn., to Sioux Falls and Mitchell, S.Dak.

In the late 1940's, this branch saw a

daily Worthington-Sioux Falls way-freight turn, plus occasional extras. In addition, there were two daily passenger trains, one of which carried a Sioux Falls-Minneapolis sleeper connecting with the overnight Omaha-Twin Cities *Nightingale* at Worthington. While these may have not been as well known as the *20th Century* or *Super Chief*, their passage will remain forever in my childhood memory.

Most freight trains through Adrian were powered by Omaha class I-1 or K-1 4-6-0's, while the passenger trains were usually drawn by the magnificently proportioned I-2 or K-2 4-6-2's. (The Omaha was perhaps unique in employing locomotive class designations which

Dedicated in loving memory to my mother,

Dorothy M. Segal,

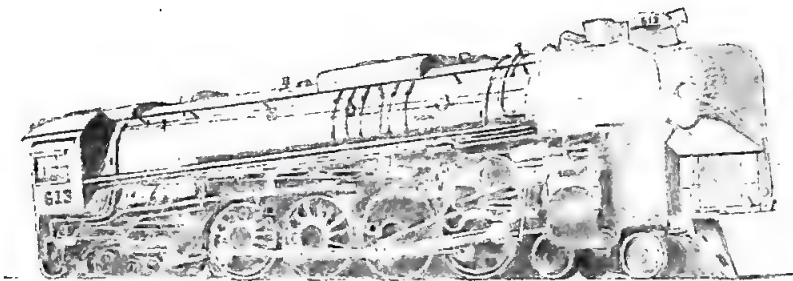
For your inspiration and encouragement.

Diane S. Segal

J-3A

What a new fashion locomotive J-3A number
613 is wearing
Dressed and ready to go has it been preparing
Up front and on both sides are these stylish
"elephant ears"
They are smoke deflectors so the locomotive should
have no fears
Adopted from the Union Pacific as an experiment
Also to the L-2 Hudson 301 were they sent
Not widely installed because steam power was
being retired
Consequently, those "elephant ears" were no
longer desired.

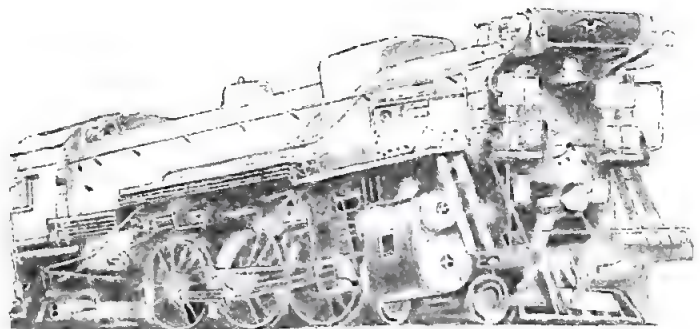
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F-19 PACIFIC

Chesapeake and Ohio locomotive power was not just for
hauling coal
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The C&O's premier passenger train was
"The George Washington"
Providing a varied menu while always on its run
Imagine charging \$1.25 for the Mount Vernon dinner
The variety of foods and beverages made it a winner
Of course the year was around 1935
For style and class the C&O did strive
A locomotive to head "The George Washington"
had to be elected
The great F-19 Pacific was the one selected
Getting ready at the Cincinnati roundhouse for its
important mission
Handsome air pumps and cylinderheads announce
its fine condition.

Diane S. Segal





Rail Photo Service: J. P. Martin

How small *were* the two-footers?

This small! At Farmington, Maine, about 1934, Sandy River & Rangeley Lakes 2-6-2 No. 24—a big engine by Maine narrow-gauge standards—waits as Maine Central 4-6-0 No. 361 pulls into the joint SR&RL-MEC station with the daily train to Lewiston. Although newer than the MEC engine (1919 vs. 1905), Sandy River 24 lagged behind in driver diameter (33 vs. 63 inches), cylinders (12x16 vs. 21x26 inches), tractive force (10,115 vs. 31,000 pounds), and other stats.

sometimes used the number—rather than the letter—to identify the wheel arrangement.) Those trains were wonderful, but it was the Omaha's people that really crystallized my fascination with railroading. These were the engine-men of those locals who responded to a small-town boy who tried to meet most of their trains when school or paper route didn't interfere.

I got to know most of those Worthington-based crews, and especially a wonderful, grandfatherly engineer named Ed Miller. Ed occasionally invited me into the cab of those I-1 and K-1 Ten-Wheelers while the wayfreight switched the local grain elevator.

The engine crews offered those wondrous cab rides over the strenuous objections of the depot agent, who (quite properly) took the position that rail-

road yards were off-limits to a 10-year-old. However, to my delight, the engine crews maintained that the locomotive cabs were their domain, not the agent's, and simply suggested that I exit the cab on the opposite side of the depot when they left town! By the time the departing train cleared the depot, I had high-tailed it to a location well out of sight of the agent. In later years I became a good friend of the by-then-retired depot agent, and we would laugh about our little "cat-and-mouse" game.

The local switching cab rides eventually evolved into a magical 1948 trip on the engine of the wayfreight all the way to Sioux Falls and return, including lunch at the local diner with the crew while the Ten-Wheeler was turned and serviced at the Weber Street roundhouse. Later, there was an exhilarating

ride in the cab of a majestic K-2 Pacific to Luverne, Minn., on the afternoon passenger train, and, on one occasion, in the cab of one of the Omaha's deafeningly loud gas-electric cars. In each instance, my loving and understanding mother retrieved her soot-faced but happy boy as he exited the cab. Boyhood never got better than that—I was truly in "high clover."

About the time I entered high school, Ed Miller died of a heart attack trying to extricate his train from a typical southwestern Minnesota snowdrift on the Omaha's Heron Lake-Pipestone branch. I'm sure I was the only non-family 14-year-old with tears in his eyes at Ed's funeral in Worthington that day—but Ed surely knew why. Thank you, Ed Miller, for the joy you brought to my life.—David A. Nealy ■

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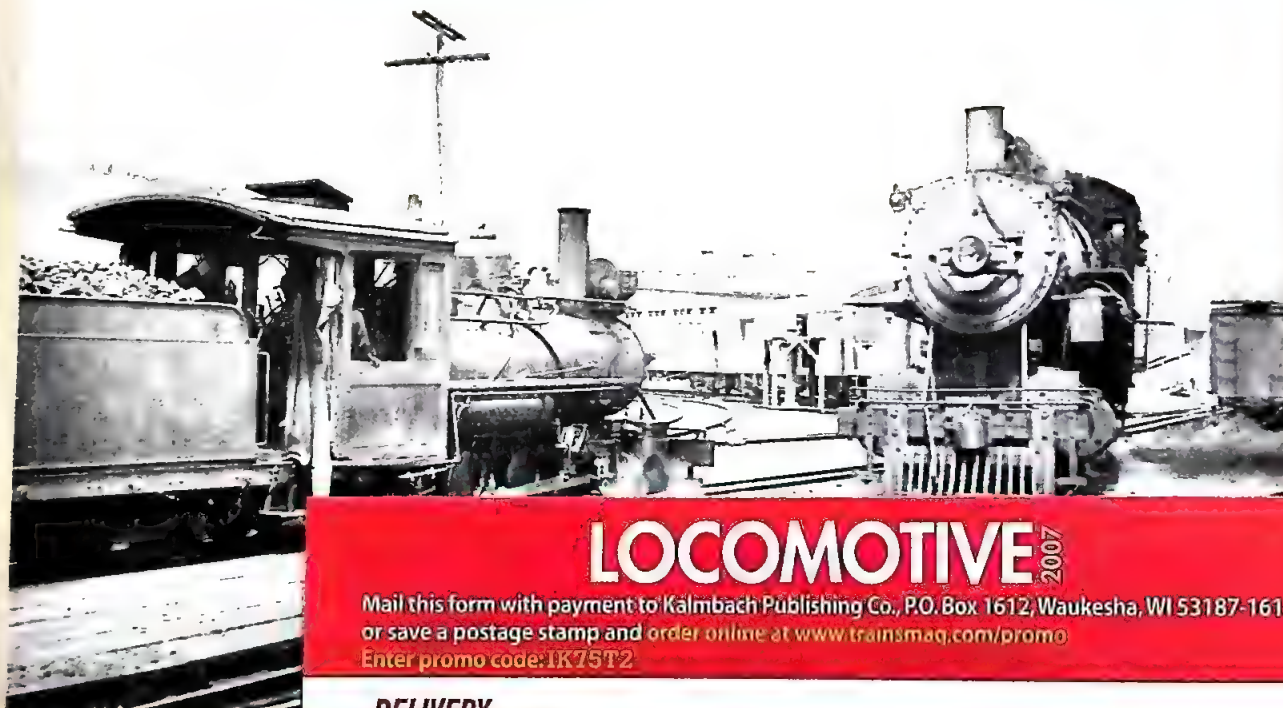
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Car Stop



Two photos: Barney L. Stone; Krambles-Peterson Archive collection



Sister lines in West Virginia

In 1923, two disconnected traction systems in northern West Virginia were united—corporately, if not physically—under the banner of the Monongahela West Penn Public Service Co., a subsidiary of Pittsburgh-centered West Penn Railways. The shorter of MWP's two segments extended from Parkersburg, W.Va., northeast along and then across the Ohio River to Marietta, Ohio, and then northwest as far as Beverly, Ohio. To the east, MWP's Fairmont-Clarksburg division at its peak spanned from Fairview to Weston, W.Va., with numerous branches. Both divisions passed in 1943 to City Lines of West Virginia, an outfit from New England that intended from the start to convert all Monongahela West Penn lines to bus operation. Two views from August '46 show the old MWP lines about 8 months before they shut down. At left, car 803, a 1928 Kuhlman exhibiting the high maintenance standards of the Parkersburg-Marietta-Beverly division, is at Fifth and Market streets in Parkersburg; the B&O's elevated approach to its Ohio River bridge spans Market Street in the background. Below, 1929 Cincinnati curved-side No. 401 is at Reynolds siding 3 miles north of Clarksburg.



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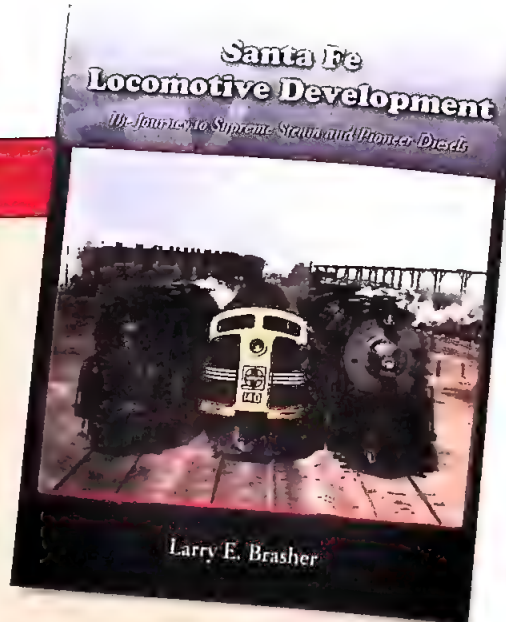
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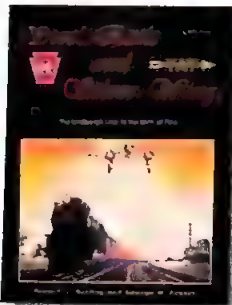
Author Larry Brasher does a superb job of telling the fascinating story of the evolution of the various locomotive classes on the Santa Fe in this new offering from Signature Press. The book details how the road designed, built, and tested its locomotives, and Brasher uses interviews and quotes from company correspondence to explain how the engines' performance was analyzed to determine effectiveness in service. The Santa Fe's steam fleet from the late 19th century onward receives the most coverage, starting with a look at early simple and compound locomotives, including some bizarre Mallets. The book then focuses on the Santa Fe's late-steam era, with a detailed examination of the development and performance of the road's "Supreme Steam" fleet of 4-6-4's, 4-8-4's, and 2-10-4's. Brasher also looks at Santa Fe's role in early diesel development, including switchers, Electro-Motive's early passenger diesels and FT's, and the ill-fated (on the Santa Fe) Alco DL109. The book concludes with an analysis and timeline of the railroad's eventual dieselization. The book's 290-plus photos are



sharply rendered, including 19 color images from the 1930's and '40's. Also included are numerous charts, drawings, and period advertisements. This is an entertaining read. Modelers and fans of the Santa Fe, as well as fans of steam and those interested in its evolution, will certainly enjoy it.—Jeff Wilson

Santa Fe Locomotive Development, by Larry E. Brasher. Signature Press, Wilton, Calif.; www.signaturepress.com; (800) 305-7942; 8½ x 11 in.; hardcover; 304 pages; \$65.

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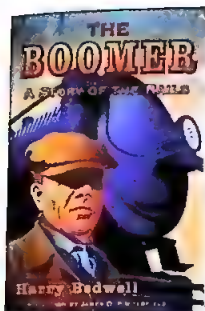
The brief but fascinating partnership of the Pennsylvania Railroad, Santa Fe Railway, and Transcontinental Air Transport, Inc. in a pioneering New York-Los Angeles rail-air service is engagingly covered in this superb book. Although the operation lasted just over a year in 1929-30, it has loomed large in history (and was the cover story of our Winter 2003 issue), but this is the first book-length treatment it has received. Well-written and profusely illustrated, it's sure to be the definitive work on the subject.—Robert S. McGonigal

Steel Rails and Silver Wings, by Robert J. Sterling and George H. Foster. Weekend Chief Publishing Co., P.O. Box 165, Hicksville, NY 11802-0165; weekendchief@optonline.net; 8½ x 11 inches; hardcover; 144 pages; \$34.95.

Sharp and moody black-and-white images depicting railroad employees going about their vocations are the focus of this aptly titled album. Published as a replacement to one issue of the Center for Railroad Photography & Art's journal, *Railroad Heritage*, and as an adjunct to a series of photo exhibits developed by the Center, this book features 40 sharply reproduced images that evoke a variety of emotions. The album highlights the work of a variety of photographers, including Ted Benson, Jim Shaughnessy, and Richard Steinheimer, from the 1800's to today.—J.W.

It's Work. Center for Railroad Photography & Art, Madison, Wis.; www.railphoto-art.org; (608) 251-5785; 8½ x 11 in.; softcover; 34 pages; \$12.95.





First published in 1942, this novel captures the feel of railroading in the early 20th century. It tells the story of a boomer telegrapher—one who wanders from railroad to railroad wherever there's work—who battles management and incompetent coworkers to get trains safely across the road. Although *The Boomer* was Harry Bedwell's only novel, he wrote more than 60 short stories. Most appeared in *Railroad* magazine, but his railroad tales also appeared in mainstream publications such as the *Saturday Evening Post* and *Harper's Weekly*. Rich in railroad slang and imagery, *The Boomer* is an entertaining read.—J.W.

The Boomer: A Story of the Rails, by Harry Bedwell. University of Minnesota Press, Minneapolis, Minn.; www.upress.mn.edu; (612) 627-1970; 5 x 7 1/2 in.; softcover; 332 pages; \$16.95.

The latest book in Arcadia's Images of Rail series looks at Iowa's three-foot-gauge Bellevue & Cascade, which followed a winding, 36-mile route out of the Mississippi River valley from a connection with the Milwaukee Road in Bellevue to Cascade. Builders hoped the pike, completed in 1879, would be standard-gauged by the Milwaukee, which acquired the B&C in 1880. It was not to be, and the line was abandoned in 1936. The book follows the style of others in the series, with a brief history of the road followed by more than 180 black-and-white photos. The result is a fascinating book that provides a remarkable amount of coverage for a small railroad that's been gone for 71 years.—J.W.

Iowa's Last Narrow-Gauge Railroad, by John Tigges and James Schaffer, Arcadia Publishing, Mount Pleasant, S.C.; www.arcadiapublishing.com; (888) 313-2665; 6 1/2 x 9 in.; softcover; 128 pages; \$19.99.



This book tells the story of the evolution, design, construction, and operation of Southern Pacific's famous streamlined GS-class 4-8-4 steam locomotives. Along with the text, the book's more than 230 photos help tell the story, with many roster shots as well as detail and construction images. Also included are numerous drawings, period advertisements, and other graphics. The book highlights differences among the various GS classes, and along with history, describes the operation of the locomotives. The book concludes with accounts of the restoration of engine 4449 and its use on the *American Freedom Train* and subsequent excursion service in *Daylight* colors. A locomotive-by-locomotive roster includes retirement and disposal information, and several color photos provide a nice touch.—J.W.

Southern Pacific Daylight Locomotives, by Kenneth G. Johnsen. Specialty Press, North Branch, Minn.; www.specialtypress.com; (800) 895-4585; 8 1/2 x 11 in.; softcover; 112 pages; \$24.95.

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Rutland Remnants, Volume 2: Rouses Point, Champlain Islands, and the Queen City. Tell-Tale Productions, P.O. Box 808, Colchester, VT 05446; www.railroadvideodvd.com; 90 minutes; \$20.

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Second Section

Another friend of PRR 6813

Remembering a 1938 open house at Columbus, Ohio

Too late for inclusion in the Spring issue's "Fast Mail" letters section, we received a note from Gene Mauch of Dayton, Ohio, commenting on the photo on page 68 of our Winter 2006 issue showing the late Gil Reid [see opposite page] sitting atop the headlight of Pennsylvania Railroad M1 4-8-2 No. 6813. Mr. Mauch writes:

"I was surprised and thrilled to see the Gil Reid photo taken at an open

as the *Missouri River Eagle* at Independence, Mo., was alleged by reader James T. Fulton [page 12, Spring] to be nameless train 14, not the *Eagle*. The consist is two E8's, a *Colorado Eagle* RPO-baggage car, a clerestory-roof modernized coach, an original "*Mo River Eagle*" coach, a *Colorado Eagle* diner-lounge, and a *Mo River Eagle* parlor-observation. The slides' date was unknown but thought to be between May 1952 and August 1955.

The topic interests me, so I wrote Ed Hawkins, whom I deem the authority on this subject. He replied, in part, 'I'm very familiar with Independence. During the 1950's, the *Missouri River Eagle* was normally a hodge-podge with some of its original cars and a mix of heavy-weight and other lightweight equipment. It had a dome sporadically. The matched set disappeared after new cars were delivered in 1948. The date is likely no later than 1953 and could be 1952 or before; the E8's were delivered in 1950. These photos could be of a short train 6, the *Mo River Eagle*, with two cars that weren't typically in the consist because they were normally on the *Colorado Eagle*. Or, it could be an extra section; certainly, the second, third, and fifth cars were normal occurrences on 6. It is clearly not train 14. First, 14 left Kansas City at 4 p.m., and the lighting on an eastbound train that late in the day doesn't equate. Based on the long shadows, the lighting, and the lack of leaves on the trees, I estimate the month to be December or January. Train 6 left K.C. at 12:20 p.m. and was scheduled to arrive Independence 10 minutes later."



Eugene Mauch collection

Reader Gene Mauch (right, on M1 6813) figures PRR's Columbus open house was in '38.

house at the PRR shops in Columbus, Ohio. I, too, was there with my dad and a friend and his dad. I have a photo of myself [above] and my friend standing on the pilot of No. 6813, as in the Reid photo. As a lifelong railfan I have always remembered some parts of that day, including the PRR guides with those white keystone logos stuck in their hats."

Mr. Mauch isn't certain when the Columbus open house took place, but says he was born in 1930, and recalls being 8 years old at the time.

It's the *Eagle*, after all

In another comment regarding our Winter 2006 issue, Gordon B. Mott of Jacksonville, Fla., writes:

"The wonderful series of Missouri Pacific photos in "Busy Hands, Busy Feet" [pages 54-55] showing a train identified

Searching for steam

Coming soon from CLASSIC TRAINS is another of our Special Editions: IN SEARCH OF STEAM, 1953-1954. In this 100-page, over-size publication, we present the first 10 of the 30 tales of writer David P. Morgan's and photographer Philip R. Hastings' epic quest for



Obituaries

Gil Reid

One of the greatest railroad artists of the 20th century, Gilmore W. "Gil" Reid, 88, died January 2 near his longtime home in Brookfield, Wis. Gil fell in love with railroads—particularly the Pennsylvania Railroad and its



Gil Reid on Strasburg Rail Road 4-8-0, May 5, 2001

K4s Pacifics—as a boy in Richmond, Ind. He began submitting artwork to *TRAINS* in 1940, and had a strong relationship with the magazine and Kalmbach Publishing Co.—including a 1956-78 stint as a member of the Kalmbach art staff—until his death. Among Gil's hundreds of watercolors are seven images used on *TRAINS* covers, more than a dozen book jackets, and 20 Amtrak wall calendars. In his retirement, Gil kept busy painting for individual commissions and for his line of lithographs (available at www.gilreid.com). Gil had three personal recollection stories in *CLASSIC TRAINS*, the most recent being "Indiana Train Ride Trilogy" in our Winter 2006 issue. Along with his late friends, Howard Fogg and Ted Rose, Gil stood at the very top of the railroad art field. He was also a kind, thoughtful, devoted, cheerful, decent man who is missed by all those fortunate enough to have known him.—Robert S. McGonigal

Robert A. Hadley

The subject of the "Great Photographers" article in our Winter 2003 issue, Robert A. Hadley, died in June 2006 in suburban Detroit at age 94. A commercial photographer, he became serious about rail photography as a hobby in the mid-1930's, and is known for his fine action pictures of railroads in Michigan, Indiana, and Ohio.

William C. Janssen

Noted rail photographer and electric railway industry professional William C. "Bill" Janssen, 93, died in his hometown of Peoria, Ill., on January 21. He began taking photos of railroad subjects in the 1920's and amassed a large collection, which is now part of the Krambles-Peterson Archive; several have appeared in *CLASSIC TRAINS*.

Robert W. Richardson

Narrow-gauge historian and preservationist Robert W. "Bob" Richardson, 96, died on February 24 in Bellefonte, Pa. Although he was not a direct contributor to *CLASSIC TRAINS*, his role in keeping alive the history of the Colorado narrow-gauge railroads is unsurpassed by any individual. A prolific author and photographer as well as an avid collector of everything from dining-car china to locomotives, "Mr. Narrow Gauge" co-founded the Colorado Railroad Museum in 1959.

Curt Tillotson

Railroad photographer and author Curtis C. "Curt" Tillotson Jr., 69, died at his home in Oxford, N.C., on February 21. A high school teacher by profession, he contributed photos and articles to *TRAINS* and other publications for more than three decades. Tillotson had three articles in *CLASSIC TRAINS*, all dealing with his beloved Southern Railway. A staunch believer in black-and-white photography, he had a large collection of his own and others' negatives.

steam locomotives before diesels cooled their boilers forever. First published in *TRAINS* magazine between April 1954 and July 1955, and again in 1975 in the Kalmbach book *The Mohawk that Refused to Abdicate and other Tales*, the stories in *IN SEARCH OF STEAM, 1953-1954* will contain many never-before-pub-

lished photos taken by Hastings during his trips with Morgan. With fresh layouts and more-sophisticated printing technology, we think this will be the best presentation yet of these landmark stories. To order a copy of *IN SEARCH OF STEAM, 1953-1954*, call (800) 533-6644 or visit www.classictrainsmag.com. ■

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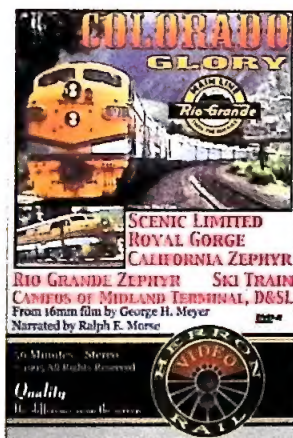


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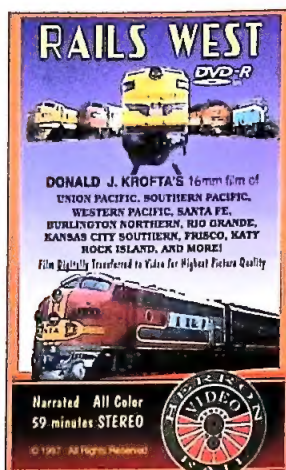


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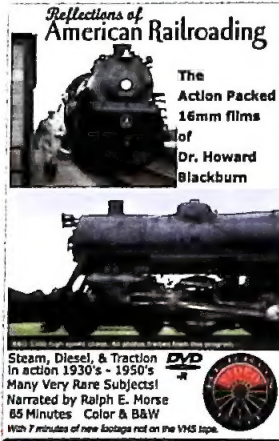


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